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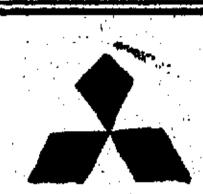
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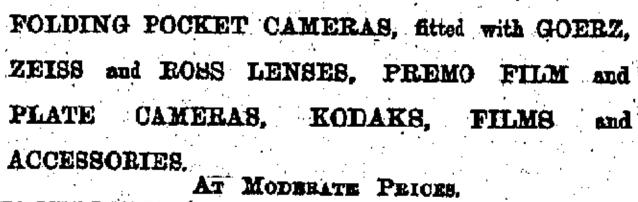
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BIRTHS. On 6th September, at No. 39, The Peak, the wife of GERALD A. TISDALL, of a son. On September 1st, at Shanghai, the wife of FREDRICK R. MANN, of a daughter.

DEATHS. On September 1st, at Shanghai, ARTHUR RODERICK EVANS, aged 35 years. On September 1st, at Birkdale, Southport, BERTHA, beloved wife of JAMES KERFOOT, of Shanghai. (By Cable.)

On September 1st, at Shanghai, JAMES Young Morrison, of Messrs. Holliday, Wise & Co., aged 33 years. On September 2nd, at Shanghai, CAMPBELL DAVIE, Engineer, S.S. Hang Sang, aged 34

HONGKONG OFFICE: 10A, DES VŒUT ROAD C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, September 7th, 1910.

THE other day in a footnote appended to a telegram concerning an extensive lock-out in the shipbuilding trade we said the though previous telegrams had relation exclusively to a labour crisis in the German shipbuilding yards. News received by yesterday's mail from Europe, via Siberia, proves the supposition to have been correct. Mention is made of a ballot being taken of the nineteen sections of the shipbuilding Great Britain on certain proposals for an advance in wages, and fears were expressed that the majority would be found in favour of forcing the demands of the men on the Those fears have proved to be well-founded, and the employers have met the demand by an extensive lockout, which at the outset involves a loss of employment to fifty thousand men.

Our latest mail news from London is to the effect that the situation in the labour world was probably never more serious than at the present time. "Throughout Europe a large number of great strikes are either in or dangerously near." The reference to strikes in progress would include the strike of eight thousand rivetters in the Hamburg shipbuilding yards, which began a month ago and threatened to extend to other German shipbuilding centres. The federated employers took the bull by the horns and locked-out a large proportion of their men. Others came out on strike by way of protest, and according to the latest telegram on the subject the number of men employed_in_the German yards has been reduced by 22,000 men. This is not so large a number as was anticipated at the com mencement, and it may therefore be concluded that the Labour organisations have not met with the amount of success they expected when they called out the men from the yards in which lock-outs had been instituted. In Germany, as in Great Britain, the employers as well as the men are organised, and the situation therefore is correctly described as one of two compact armies in battle array. Victory will go to the strongest. The shipbuilding industry is not the only sufferer by labour disputes at the present time. Confining our observations for the moment to Great Britain, we see that the Seamen's Union has threatened to call out a hundred thousand men for a fortnight to dislocate the carrying | W. of Naha, moving N. or N.N.E. Low-presindustry at every port in the kingdom. Discontent with pay and position is also reported to be spreading rapidly among the railway-men. The companies have recently been approached once more, and at For over 30 Years WATSON'S a meeting held at Liverpool on the 14th ult, it was decided to call out the men if the " has maintained the re- concessions demanded are not forthcoming_ In France also an agitation among railway men is reported to be assuming serious

Having regard to all these reports the statement that the situation in the labour world in Europe was never more serious than it is to-day does not seem exaggerated. There is something more than usually disquieting about the trouble in the British shipyards. The men have rejected the advice of their leaders, and disregarded the compact made with the employers last year when an agreement was made embodying a system for the regulation of wages, and a procedure of conciliation with a view ONLY communications relating to the news | to avert strikes and lock-outs. It is now proved to be a worthless document. REUTER yesterday told us that the employers, before permitting a resumption of work, require assurances for the due observance of the shipyard agreement. To-day's news is that Live already appeared in other papers will be the employers and the trades unions are negotiating terms of settlement, and that the crux of the whole matter is what the employers will accept as assurances that there will be no recurrence of sectional strikes. Exactly, and in view of the fact that an agreement not two years old has already been broken by the men, who have flouted the advice of their levders, it difficult to see what satisfactory assurances

the miners of Bilbao for some weeks past

The Shanghai Autamn Race Meeting takes place on November 1st 2nd and 3rd. T Tientsin mosting is fixed for the same dates.

can be offered to the employers.

The "quick lunch" system has been introduced to Shanghai by the Palace Hotel-a sign of the tires.

The reason for recalling all the Viceroys to the Capital, says a native paper, was to hold a general conference regarding the present situation of the Empire.

The havor wrought at Hsinmintum by the recent flood appears graver than previously report ed. About 75 per cent. of the houses have collapsed. A large number of the Chinese victims were starving, the relief measures being quite inadequate.

A relief fund which has been opened by the Foreign Board of Trade at Yokohama to alleviate the distress occasioned by the recent reference seemed to be to British yards. floods in Tokyo totalled Yen 19,830,16 when the last mail left. A fund has been opened by the Japan Gazette in aid of the widows and orphans of those who died in the Bedford dis-

> One of the leading Tokyo papers has a paragraph stating that in Tokyo official quarters the opinion is gradually gaining strength that the railways in Kores will be purchased by the South Manchurian Railway Company, and that the railway administration in the Peninsula will be entrusted to the Company.

The Tokyo Government will shortly raise a loan to the extent of over Y.20,000,000 in connection with the annexation of Korea. This sum will be given to the Korean Ministers of travel north by the German Mail on Thursday State and other officials in Korea in the form morning. of bonds. The domestic market will, it is believed, not be affected thereby, as money is repairs, afterwards went into dock at Taikoo. now plentiful.

The bound volume of the Report of the General Committee of the Hongkong General Chamber of Commerce for the year ending 31st December, 1909, is now pub ished, and our thanks are due to the Secretary for a copy.

The return of visitors to the City Hall Library and Museum for the week ending the 4th September shows that of non-Chinese there were 323 to the Library and 180 to the Museum, and of Chinese 136 to the former and 2,086 to the latter. The Library was, therefore, used by 459 persons and the Museum by 2,266.

Mr. C., Koike, Japanese Consul-General Mukden, has filed with Vicercy Hsi-linng a demand for Y20,000 as indomnity for the forcible ejection of a number of Korean farmers from their paddy-fields on the Lia River and in Heinmin Prefecture, which they rented from their Chinese owners and had under cultivation.

We learn from a Japan contemporary that Mr. Arima, at present manager of the Hongkong branch of the Osaka Shosen Kaisha, is to become the manager of the Kobe branch. Mr. Arima, since he has been in Hongkong, has made a large number of friends who will be pleased to hear of his promotion, though they will much regret his departure from Hongkong.

On the 25th ultimo the Commander-in-Chief of the U.S. Asiatic Squadron transferred his fing from the Charleston to the New York, then in Yokohama. The Charleston was ex- executive. pected to leave for home the following day. The New York and the other American ships were to remain in port until the 1st instant, when they were expected to leave for Manila.

We received yesterday from the American Consulate-General, Hongkong, the following Typhoon Warning despatched from the Manila Observatory at 12 30 p.m.: - Cyclone or typhoon sure area extending from China Sea to the cast of Balintang and Bashi Channels. A circular depression may be forming in it to the N. W

We regret to learn of the death from hydrophobia of Dr. J. Aylward Churchill of Swatow. Dr. Churchill commenced practice in Hongkong in June of last year, but shortly afterwards removed to Swatow, where he remained until the time of his death. He was bitten by a dog on July 15th, and after calling in medical aid all appeared to be well with him. Last proportions, while in Spain a strike for Thursday, however, he took a sudden turn, and shorter hours has been in progress among died shortly afterwards. Mrs. Churchill is away in Japan on a holiday trip.

> An interesting prosecution is at present that before the Magistrate. Two Chinese are charged with obtaining money by false pretences. It is alleged that they went to several shopkeepers representing that they were interpreters acting on behalf of sanitary inspectors who would order certain repairs to be carried out on the premises if money were not forthcoming. In one instance, the shopkeeper sent the man to the appointed meeting place, where it was handed over to one of the defendants in the presence of policeman.

Some time ago a scheme for the construction of a tramway up Rokkosan, the summer resort | Briand near Kobe, was mooted. The scheme has now been revived by the Hanshin Electric Tramway Company, which proposes, says the Japan Chronicle, to open a service of cable cars to Rokkosan. Apart from this a syndicate is being formed to construct a motor-car railway from Sumiyoshi to Rokkosan via Maya-san, and from Rokkosan to Sumiyoshi direct. The total distance of the line would be about twelve miles, and the cost is estimated at Y.5,000,000,

A party of 120 American tourists, organized by the Los Angeles Examiner, arrived at Yokohama by the P. M. steamer Mongolia on the 29th ult. On their arrival the party were presented with souvenir medals by the Yokohama Chamber of Commerce, which placed a band of music at the hat be and sent up fireworks in welcome.—After visiting Tokyo, Nikko and Kamakura, the party were expected to leave Yokohr un for Kobe on the 31st, visiting Kyoto in Tevolt. and Osaka on their way to Manila, vio Nagasak, and Hongkong.

To-night Mr. Warwick Major's Comedy Company opens a season at the Theatre Royal, when Mr. Charles Hawtrey's laughable farcical comedy "Jane" will be staged. This Company is making its first appearance in the Colony, though Miss Georgie Corlass, the leading lady in the Company, is an old favourite. The Company will no doubt be fittingly welcomed, especially in view of the fact that it is many months since residents have had an opportunity of witnessing a play. The Warwick Major | being educated in Bangalore, India, and several Comedy Co. is a strong one, and judging by the | in China, whilst several young ones were in opinions which it has earned in other ports, its [season in Hongkong should prove a great

DISTINGUISHED AMERICAN VISITOR TO HONGKONG.

Yesterday the American transport ship Crookarrived in Hongkong, having on board the Hon. J. M. Dickenson, the American Secretary for War. Mr. Dickenson, who has had a busy time in the Philippines, is auxious that his visit should be entirely informal. He wishes to see the place, and, with the exception of the courtesy calls, there will be no official programme. He is accompanied by Mrs. Dickenson, General Edwards, chief of the Bureau of Insular Affeirs in Washington, Major J. B. Porter (who, however, returns to Manila) and Captaia Cooles. A number of friends who are travelling with him to the United States came up from Manila by the Rubi on Monday. Mr. Dickenson will

The Crook, having come to Hongkong for

PELEGRAMS.

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BRUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

THE BRITISH SHIPBUILDIN CRISIS.

London, September 6th. It is officially announced that the Shipbuilding Employers Federation and the Trade Unions are at present negotiating the terms of settlement of the lock-out, the crux being what the employers will accept as assur-

of sectional strikes. The assurances offered will imply the loyalty of members of the Trades Unions, but how that loyalty will be-

ances that there will be no recurrence

WINSTON CHURCHILL WOUNDED.

LONDON, September 6th.

The "Manchester Guardian" reports that the Rt. Hon. Winston Churchill, President of the Board of Trade, has been slightly wounded accidentally in the leg.

He has been operated upon in the English hospital at Smyrna and is doing well.

AN ALLEGED GERMAN SPY ARRESTED IN ENGLAND.

London, September 5th. The "Evening News" announces subaltern of the German Pioneer Regiment was arrested this afternoon in the act of sketching the fortifications at Portsmouth.

TURKISH LOAN UNSETTLED

London, September 5th. The newspapers state that the Grand Vizier's interviews with M. and M. Pichon have left the proposed Turkish loan in an unsettled

M. Pichon insisted that the pro- September. ceeds should not be spent at Krupp's, or in a manner that would help the German Navy.

TURKEY'S LITTLE WAR.

London, September 5th.

It is reported from Constantinople that preparations are proceeding at Damascus for a Turkish expedition against the Druses who recently rose

A CHINESE MILLIONAIRE.

Towkuy Yau Tet Shin in the course of his examination in the Ipoh bribery case said that he had been in the Straits for 32 years. He was a miner and owned rubber estates. He had also had gambling and sub-gambling farms. In his mines he employed between four and five thousand coolies. His annual payment to the Government was about forty to fifty thousand dollars a year, which did not include his payment in respect of tin. He had reventeen sons and two daughters. Seven of the sons were

Continuing, Mr. Yau Tet Shin said he had built a market in Ipoh some time ago at a cost of \$14,000, not including the value of the land and presented it to the town. About ten years ago he made a present of a hospital to the Government, who had since effected alterations to the building.

Mr. Hope said he thought witness had also displayed a certain amount of patriotism in respect to the South African War. Accused replied that he made a gift of \$10,000 on that occasion, which, on the suggestion of Sir Frank Swettenham, he devoted to the object of helping the widows and orphans of the warriors. He was also a pioneer in the building of the New Town, over which he spent \$1,100,000. His assets were four millions and his liabilities on mortagages, etc., totalled one and a half millions. His assets were therefore two-and-a-half millions over his liabilities if he realised at the best market prices. He had a shop in Singapore. His attorney, Wong Kap Soot, had worked for him for about thirty years. His duties were to conduct his (accused's,) private and Police Court work. He died about last March. About a month afterwards he appointed Lim Sim Vong

as his attorney, with duties similar to those of his late attorney. He had to represent him (the accused) in Court. He himself never appeared in Court.

LOCAL SPORT.

THE INTERPORT SWIMMING CARNIVAL.

RETURN OF THE HONGKONG TEAM. The victorious Hongkong swimmers returned to the Colony by the German mail steamer Goeben yesterday morning, but owing to the vessel entering port shortly after daylight no one boarded her to welcome them back and to congratulate them on their splendid achievement. However, we may take the opportunity of doing so now on behalf of all local sportsmen who so keenly watched the progress of events as dotailed by cable. The Colony's representatives worthily upheld the reputation of Hongkong as a sporting community, and, notwithstanding the different conditions under which they competed, they brought back the flag which many expected would be left behind.

In a chat with a few of the members of the team, our representative learned that it took the local boys some time to get used to swimming in fresh water, which is much heavier than the salt, to which they are acoustomed. Logan, needless to say, was the hero of the team, and his splendid achievements in the interport events made him a favourite with the sporting fraternity of Shanghai. Humphreys, the captain of the ship was hastily ascertained by these whose duty local team, was altogether out of form, and enensured is the problem facing the tered for only the team races, while Clarton from whom much was expected, unfortunately there was no immediate danger, and a period injured his leg, and was unable to compete, of anxious suspense ended. Some time The water polo match which was won by Shanghai, and which was looked upon as a certainty for Hongkong, appears to have been the cause of some dissension. In the North, apparently, they do not play to the whistle, and this seems to have confused the Hongkong team and was, in fact, the cause of Shanghai getting their first goal. One of their players was given a "foul" throw right in front of the Hongkong net. Forbes, who was in goal, was waiting for the whistle to sound; but the whistle was silent, and before he realised it, the ball was thrown into the not, and all the Hongkoneplayers were surprised to learn that the result was a goal for Shanghai. However, the local men were not long in equalising, but in

> In the boxing line the match between Forbes and Vernon of Shanghai, who is supposed to be very skilful with the "mits," was cancelled, Vernon not being in condition to meet the amateur champion of the V.R.C.

Altogether, the local team had an enjoyable time in the Northern settlement, and regretted each yessel that they were unable to stay long enough to fraternise more with their rivals and to partioipate in the pleasures which Shanghai had arranged for them. The Shanghai mon were greatly disappointed at being unable to return the hospitality which they received when here last year, but as the ship was ready to sail, and as delay meant expense, the Hongkong representatives were reluctantly compelled to take a speedy farewell, all except Logan, who returns to the Colony with his father on the Empress.

CRICKET PRACTICE.

The H.K.C.C. ground will be opened (weather permitting) for net practice to all members of the Club on and after to-day, the 7th

POLICE INTELLIGENCE.

At the Magistracy yesterday fourteen men were charged with keeping and being found in an opium divan in Tung Street. The keeper was fined \$50 and the remainder \$3 each.

A curious report was made to the police one Monday. It was stated that while the steam launch Daisy was lying off Bowrington Canal the night before a suit of clothing and an old propeller, weighing 150lbs. and worth \$35, were stolen.

The Korean who recently attempted to divers, but cannot yet be recovered. commit suicide was before the Magistrate again vesterday. He is waiting for funds from the North to pay his passage, and after making a statement to this effect he was remanded again for a week.

Madame Flint, 10, Des Voux Road Central, has suffered from a visitation of thieves. premises were entered by the padlock being parties have been sent on board the wreck wrenched off, and an electric fan, a table cloth, a bed cover, bath towel, five cane chairs, and four electro-plated forks were taken away.

The variety of the thefts committed by Chinese is amazing. The latest, according to a report made to the police by Mr. Tolland, of the China and Japan Telephone Company, is that thieves stole from the Bowrington Canal depot a drum containing 220 feet of telephone cable. The drum has since been found in the harbour.

The master of a cargo boat appeared at the | there is a ridge of rock alongside the wreck and Magistracy yesterday on a charge of having a that high waves were breaking over it at the quantity of opium in his possession. The excise officers, acting on information received, proceeded to the cargo boat, where they instituted a thorough search, but they could not discover the hidden drug. They paid a second visit and were on the point of abandoning the search when the opium was found secreted in the wood-

THE CHINESE QUEUE DOOMED.

A telegram from Peking to the Chung Ngoi San Po states that His Highness the Prince Regent has endorsed the recommendation of Prince Tsai Tao for the abolition of the queue in the Naval, Military and Police forces of the Empire. The Imperial Edict on the subject is to be issued at the beginning of next Chinese New Year.

THE "BEDFORD."

FURTHER PARTICULARS OF THE DISASTER.

Nagasaki, August 28th.

It is possible now to give a brief, but onnected, account of the accident to the cruiser

The four large ships of the British China Squadron-flagship Minotaur and cruisors Bedford, Kont, and Monmouth-left Weihaiwei on Baturday, 20th inst., for Nagasaki. On the voyage a speed trial was to be run, and at four c'clock on Sunday morning (Weihnitime) the vessels were steaming at nineteen knots an hour. change of watch then took place, but just as the "watch below" were turning in, the Bedford, which was the leading vessel, ran on to the Samarang Rock, which lies off the Southwest coast of Quelpart Island, Southern Kores. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crow promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and officers and men awaited orders as calmly as though an ordinary evolution were about to be performed. The condition of the it was to do so, and then the first order to the ship's company was given. "Lash and stow hammocks," making known to the men that necessarily elapsed before it was known that lives had been lost; the first intimation of the fact was the report, of the Chief Engineer that fifteen men who had been at work in the No. 1. boiler-room were "missing," which under the circumstances, was synonymous with killed or drowned. A little later the number was increased to eighteen, the additions being three seamen who had been employed as coal-trimmers owing to the speed trial.

At the time the Bedford struck the rock the day had scarcely broken. Within ten minutes all the ship's machinery ceased working and below the top deck darkness reigned and added to the discomfort of the occasion. Nothing could be done but wait for daylight.

As soon as the accident to the Bedford was reported on the Minotaur, which was the second vessel of the line, steamed out to sea and signalled to the Kent and Monmouth. extra time played Shanghai scored the winning | to follow her example in order to avert further disaster. Meanwhile the Bedford lay bumping on the rocks and her crew did what could be done under such circumstances. The boats were got out by hand and other preparations made to leave the wreck. When it waslight enough to accurately guage the position of the Bedford, the inctaur and Monmouth stood in as close as possible to the reef and the crew of the Bedford was transferred, a watch to

> Meanwhile, the Kent had been despatched to Nagasaki to report the occurrence to the A imiralty and to make arrangements for salvage, and in consequence, her officers and men knew very little of the affair and only became acquainted with the fact that lives had been lost after arrival at this port.

The burial service on Thursday evening was a most impressive ceremony. As the Monmouth slowly stoumed past the wreek on her voyage to Nagasaki, the erew of the Bedford assembled aft and their chaplain, the Rev. Wm. H. Maundrell-who is a son, we believe, of the late Archdeacon Maundrell, at one time C.M.S. missionary at Nagasaki—began the service. In addition to the ordinary ritual of the Church of England, two hymns—" Rock of Ages" and "Abide with Me"-were sung by the assembled ship's crow. The service lasted about an hour and concluded with the usual three volleys and the sounding by the bugles of the "Last Post."

The Captain, Commander, and a number of officers and men of the Bedford are on board the flagship and are being kept back as court-martial witnesses. The remainder leave here by the P. & O. s.s. Nubia, and we believe will go home to England by that steamer.

The men of the Bedford are extremely sorrowful at the disastrous temination of their commission, which under ordinary circumstances would have expired in February next. Officers and men worked harmoniously together and it was considered a "happy" ship.

We understand that the divers report that the rent in the ship's bottom is 140 feet in length. When the accident occurred the boiler in the flooded compartment was displaced and a steampipe broken. Death must have come to the unfortunate victims almost instantaneously. Four or five of the bodies have been seen by the

THE SALVAGE OPERATIONS.

No time has been lost in stripping the cruiser of everything of value, and the crews of the Bedford and the two vessels which have stood by have had an arduous experience. As there is not a safe anchorage near the wreck, the Minotaur and Monmouth have stood out to sea each evening as darkness has set in, returning the following morning at daybreak. Working and laboured unceasingly, without respite for proper meals, until the approach of night had again driven the supporting cruisers to sea. Much valuable materials have been salved, including some of the six-inch gun, each of which weigh five tons, and all the small guns.

During the week the Monmouth and the Minotaur have each lost an anchor. As the former is a sister-ship of the Bedford, one of the latter's anchors was substituted. The work of transferring it was performed by a boat's crew from the Monmouth and is referred to with bigh praise by the men of the Bedford who witnessed the proceeding. We understand that time the anchor was taken from the Bedford. It was necessary for the pinnace employed to lie between the ridge of rock and the cruiser while in this bazardous position the Monmouth's men removed the anchor with as little commotion and as nestly as "a letter is taken from an envelope, "to quote our informant. The Chief of Staff specially praised the men concerned.

The Mitsu Bishi Company's salvage steamer Oura-maru left here yesterday for the scene of the wreck with salvage appliances.—Nagasaki

Two men. shareholders to the extent of a lac each in one of the native banks at Shanghai which recently became bankrupt, have been arrested on Mixed Court Civil sammonses. The claimants at whose instance the warrants were issued are Chinese, says the Mercury, and the matter does not therefore come before any of the foreign assessors.

SHIPPING NOTES.

A Singapore contemporary reports that Alfred Holt's steamer the Hebe has been sold to a local firm of brokers and will shortly be proceeding to Hongkong for necessary repairs and renovations.

The Hamburg-America Line, has ordered five steamers of 8,000 tens for their East Asia service and two et' r steamers besides, in addition to those already building for the Company.

The Clan Line, Glasgow, has placed orders for four vessels with British shipbuilders for their Glasgow, Liverpool, and Eastern trade. The successful contractors are Stephens Sons, Glasgow, Oxford & Sons, Sunderland, Armstrong, Whitworth, & Co., Newcastle, and Irving & Co., West Hartlepool. The Anchor Line has also given orders at Glasgow for two vessels of over 8,000 tons for their Eastern

On the morning of the 25th ult, the steamer Ryoto-manu, 2,521 tons, on her way from Otaru with a full cargo of timber to Yokohama, stranded off Innboye, outside Tokyo Bay. large number of lighters were required for Plunge Competition -as well as the Two discharging the steamer, as she carried a full cargo, but it was a very difficult matter to obtain lighters in Tokyo and Yokohama, as they were being used for the relief of the sufferers from the inundation.

The C.P.R. steamer Princess May was lost on the 5th instant while bound from Skagway to Vancouver. There were about 100 passengers on board, whose fate was unknown when the mail left. The Princess May was a steel twin-screw steamer of 1,394 tens, built in 1888 for the late Viceroy Chang Chib-tung as the Haiting, and used with a sister vessel between Hongkong and Formesa. While on the route she was boarded by pirates and a number of passengers killed on board. She changed hands a number of times, being known as the Ningshow, Cass and Arthur, when at Hongkong, where she was bought ten years age by the Canadian Pacific Railway for the Skagway run. Captain McLeod was in com-

On the invitation of Messrs. Gibb. Livingston & Co., a number of Shanghai merchants and others interested in the trade between the Australian Colonies and Shaughai were last week afforded an opportunity of inspecting the Eastern and Australian S. S. Co.'s new steamer St. Albans, which is to take her place in the regular service of the Company. Mr. John Prentice, in a felicitous speech, proposed the health of the Owners, the toast being suitably replied to by Captain Hood. The general impression formed by the guests, the N.C. Daily News says, was that the new vessel is an improvement in many respects as compared with any of the earlier steamers of the E. and A. Co., a special feature being that all the second-saloon accommodation has been placed amidships. There are also eight single-berth soloon staterooms provided for first-class passengers, an Remedies. R. Berthet was placed second, and innovation that will undo ubtedly prove popular | Marques third. with the travelling public. A fresh-water service had been laid on to every deck, and fans are provided in all first-class statercoms. Provision has been made for the carriage of Jones. over 1,000 tons of frezen cargo. In all respects the vessel marks an advance on any of the vessels now running in the trade between Australia, China and Japan.

Apropos of the shipbuilding crisis in Great Britain and Germany we note that the London Daily Telegraph of the 11th inst, published the following notes:-

"It seems to have been too readily assumed that the wages question in the shipbuilding trade will mean an immediate dislocation of labour. On the other hand, it is not to be disguised that out of the present ballot serious trouble may Thacher. eventually ensue. There is undoubtedly a good deal of discontent, which the labour leaders show little disposition to restrain. Employers, for their part, have good reason for acting cautiously, for it is doubtful if the industry is really in a position to bear any greatly increased cost under the head of labour charges. There is the advance in the price of raw materials to be reckoned with, and, alongside can only be secured at low and often in the present shipbuilding situation lies in naval and liner work. Tramp tennage remains in indifferent demand, simply because tramp shipping is not paying.

have no great objection to a strike in the ships. It is curious to find the German owners who are affected by the Hamburg may that the dispute does no harm if it postpones delivery, because the more ships there are, the worse it will be. Equally, of course, does a strike tend to discourage the placing of new orders. Perhaps the best hope of peace for British shipbuilding lies in the fact that both sides are well organised. It is known, too, that I there is a contest, it will be of a severe deription, and not merely of the guerilla order. The knowledge of this may well give pause. It is, of course, dangerous to prophesy over matters of this description, but a doubt may be expressed whether the two sides will ever come to blows. Meantime, it seems to be thought that the German strike may send some repairing work over here. That it will bring shipbuilding orders is perhaps too much to expect."

INTERPORT SWIMMING CARNIVAL.

We take the following reports from the N.-C Daily News of Sept. 2nd and 3rd:-OFFICIALS.

Judges:-Lieut.-Col. A. S. Barnes, Messrs. P. Fowler, C. M. Bain, T. E. Trueman and G. R. Wingrove.

Referee :-- Mr. P. Fowler. Starter and Handicapper: -Mr. W. Lloyd. Check Starter :- Mr. T Mellows. Timekeepers: -Messrs. C. R. Bennett, G. A. Bidwell and J. M. E. Machado.

CLUB OFFICIALS. President, Dr. B. J. Marshall; Vice-President, Mr. P. Fowler; Captain, Mr. W. J. Lowis; Vice-Captain. Mr. T. E. N. Rosser; Handicapper and Starter, Mr. W Lloyd; Hon. Sec. and Treasurer, Mr. J. Lipman ; Committee, Messrs, E. Prince, W. Jones, A. A. Macdonald, T. Wigton, C. Rosemann and T. Mellows. The first series of events of the Interport

Swimming Carnival held under the anspices of the Shang ai International Swimming Club, was held at the Municipal Public Bath last evening (September 1st). There was a very large gathering of spectators, and great credit is due to the officials of the Club for the manner in which they managed to accommodate so large a crowd in the limited space at their disposal. An interesting programme had been arranged, which included two Interport competitions against Hongkong-100 Yards Race and Long Cup, the Two Hundred Yards Race for the E. Prince No. 83. Cup; and the programme itself was very neatly and second prize by G. Neilson, Esq.,

mary of the results. 3.—ONE HUNDRED YARDS (Interport).— First prize presented by D. Landale, Esq., and second prize by H. E. R. Hunter, Esq.

T. Logan (Hongkong) C. J. Cooke (Hongkong) R. W. MacCabe (Shanghai) 3 E. Prince (Shanghai) 4 Time-661 sec.

Prince had the best of the dive in, but when half a length had been traversed Logan was on level terms, with Cooke third and MacCabe last. Legan quickly gained a lead and Cooke wrested second place from Prince, who left the bath at the end of the second length. In the third length Logan gradually increased his lead and won comfortably by about four lengths. J. F. Marques and V. Remedios. Hongkong Cooke was second, about three lengths ahead of | was represented by C. Humphreys, M. A. R. MacCabe.

5.—Long Plunge (Interport)—First prize presented by Andrews, von Fischerz & George, Ltd., and second prize by the Swimming Bath

A. S. Ellis (Hongkong) 1*

P. Fowler (Shanghai) .- 2†

R. C. W	itchell (Hor	igkong)	O '
T. Poigr	and (Shan	.hai)	0
R. W. A	IncCabe (H	ongkon;)	0
	Distance,	54 ft.	
1	Distance,	46 ft. 1 in.	
usitano Cui	n, precented	by the mer	TION.—For nbers of the
lub Unico.	To be won	. three time	s in succes
		First pri	ze presented
y the S.I.S.	.C,		÷ .
T. 73			1 1

R. Berthet J. Marques After close competition between R. Berthet Marques and R. Remedies, the remaining competitors having been already eliminated, the judges gave their verdict in favour of B

8.-Two LENGTHS TEAM RACE.-For the China Weekly cup. Five men aside. S.I.S.C. E. Prince (Captair), R. W. Mac-Cabe, T. W. R. Wilson, N. H. Alves and W.

REST OF SHANGHAL-C. W. O. Mayne, D. H. Cooke, G. J. Robinson and A. N. Other. This race was won very easily by the International Swimming Club. Wilson won by a touch from Cooke, and thereafter each man of the home team increased the lead, victory going to the International Swimming Club by

several lengths. 9.—WATER POLO. S. I. S. C. v. Shanghai Recreation Club.

S. I. S. C .- A. Koplin : P. Doyle and W. Jones; R. W. MacCabe; N. H. Alves, R. Berthet and J. Linmah SHANGHAI RECREATION CLUB. T. W. R. aside. Wilson; T. Wigton and W. J. Lewis; A. A. Macdonald; T. Wade, A. N. Other and E.

Won by the S. R. C. by four goals to nil. AT HONGKEW PARK.

I.-880 YARDS (Interport Championship).-First prize presented by George McBain & Co. and second prize by Hirsburner & Co.

II. THROWING THE POLO BALL (Interport Championship)-First prize presented by P Fowler, Esq., and second prize by the Members

of the Club "Passa Leac. Two more events in the Interport Swimming Carnival were decided yesterday afternoon of it, the fact that contracts for new tonnage (Friday) in the Hongkew Recreation Park. There was an exceedingly large attendance of multiply the ties which bind them together. unremunerative rates. What strength there is spectators, and the greatest interest was For several decades Hongkong and Shanghai manifested, particularly in the 880 Yards | men have contested for interport honours on the Interport Championship. There were six cricket field, victory smiling now on one, now entries for the event, of whom five started, on the other. Much more recent are the contests two-Messrs. MacCabe and D. H. Cooke- in tennis, in golf, in football, and in-swimming. representing Shanghai, and three-Messrs. Indeed except for an individual swimming race C. J. Cooke, Logan and Barros-repre- got up on the spur of the moment between a senting Hongkong. The course was marked Shanghai cricketer and a representative of Hong-"Shipowners have little or no say in these out by flags in the ornamental lake, and the com- kong some years ago, there has been no such event matters, but the majority would probably petitors had to swim it eight times to com- till we sent a batch of water men to the southern plete the half mile. From a very good start | port last year. Now Hongkong returns the shipyards, for the reason that it would help ter was slightly ahead at the end of the first lap, shows, there is every reason to anticipate a most the operations on the Chefoo-maru for the disin some degree to check the output of new | MacCabe and C. J. Cooke turning almost sim- interesting meeting. It must be remembered ultaneously. Returning to the starting post that there is a good-deal-of difference between for the first time D. H. Cooke was fourth and racing in salt and in fresh water, Last year Barros last. Logan swimming an easy side. Hongkong was at home: this time that advantbuilding strike taking exactly this line. They stroke had a lead of at least ten yards age, whatever it may stand for, is on the side at the end of the second lap, and Cooke was of Shanghai. A large attendance is expected this lap Cooke gave up. MacCabe took an the encouragement possible in order to induce as erratic course in the seventh lap, with the result | many as may be to secure for themselves that that Logan again shot ahead. The final lap very simple but most useful art of swimming. saw Logan leading by nearly half a lap from The Whangpoo has never seen a year pass since MacCabe, and still swimming splendidly. The foreigners first arrived here without its toll of same distance separated them at the finish and deaths from drowning-avoidable deaths most D. H. Cocke came in third by about a length. of them. The future should show some change

The time of the winner was 14m. 534s.

THROWING THE POLO BALL. The six entrants for throwing the Polo Ball all competed. Each competitor had three throws. At one time C. W.O. Mayne led with a throw of 731 feet. MacCabe, however, throw the ball 76ft, with his last effort, and Witchell, improving upon Mayne's record by a very narrow margin, won the second prize with a throw on September 16th:-

AT THE MUNICIPAL BATH. There was again a very large crowd at the Municipal Bath last night and the keenest interest was displayed in every itom on the pro-

1.-LADIES' SWEEPSTAKES HANDICAP .-Two lengths. First prize presented by the North-China Daily News, and second prize presented by H. Arnold & Co., Ltd. Ladies' Gold Bracelet presented by the S. I. S. C. There were three heats and each was keenly contested. The handicapping was good and until the men touched the end of the bath it was in every case impossible to say who would

will. Prince was the lastest second.	(43	DOC
and he will swim in the final to-day.		•
First Heat.		_
N. H. Alves (3 secs.)		1
W. Jones (3 secs.)	•••	2
Time 461 sec.		
SECOND HEAT.		
W. Manley (8 secs.)	• • •	1
W. J. Lawis (6 8008.)		2
Time 401 sec.		2
THIRD HEAT.		•.
W. Martinson (5 sees.)	۸۰۰	1
E, Prince (scratch)	•••	2 '
Time 48 sec.		
T	TF	A T

The numbers of the tickets are N. H. Alves

exceed the vertical position. As little splash should be made as possible. The surface must be reached as quickly as possible by raising the arms.

Points given for general appearance, distance, he says:entry and recovery.

The following represented Shanghai - E. Price, D. H. Cooke, E. Berthet N. H. Alves, Souza, F. B. Silva and A. A. Claxton, Some very nice diving was seen and the judges had great difficulty in deciding who should be given the honours after Cooke and Alves of the Shanghai men and Clarton of Hongkong had been told to stand out. After a long wait it was announced that the decision would be given

later. The points eventually		Ward	led .	were	0.6
follows:		٠.		,	
Remedios (Shanghai).		10,	•••	133	•
Prince (Shanghai)				1293	
Berthet (Shanghai)		1+1		129	
Souza (Hongkong)			***	127	•
Marques (Shaughai)	· .			125	
4220 YARDS (Interpol	rt	Cha	mpi	nship)

First prize presented by Caldbeck, Maegregor & Co., and second prize by Messrs. A. R Burkill & Sons.

Shanghai was represented R. W. MacCabe and D. H. Cooke, T. Logan and C. J. Cooke did duty for Hongkong. For the first length the four men kept nicely in line and when they turned there was practically nothing to choose between them. At the end of the second length MacCabe and Logan began to go ahead, but the third length Logan took first place. Cooke of Shanghai now made a grand fight for it and got u with the leader and held him through the fifth sngth amidst the greatest enthusiasm. Logan then went away and in the sixth length had won the race, for MacCabe had got too far behind to get up and Cooke of Hongkong was coming up very rapidy. It was a grand race and

anded as follows :	
T. Logan (Hongkong	. 1
Time—3.03 sec.	
C. J. Cooke (Hongkong)	. 2
Time-3.051 sec.	Z
R. W. MacCabe (Shanghai)	4
D. H. Cooke (Shanghai) 5-Punt Figur-First prize pres	•
G. R. Wingrove, Esq.	STA CO.
This was won by H. Landers.	<i></i>
TITTO 44 (72) 11 045 A. 3 TT	

ONE LENGTH TEAM RACE.-Five men

1.—Hongkong:—C. Humphreys (Capt.), L.E. Lammert, T. Logan, R. C. Witchell, C. J. 2. - Shanghai :- E. Prince (Capt.), T. W. Wilson, N. H. Alves, J. Wilson, C. W. O.

Won by a quarter of a length. 8.-WATER POLO. The water pole match was postponed.

The Shanghai Mercury on the day before the meeting had the following leaderette:-

Our Hongkong visitors are welcome for several reasons. In the first place, it is always a matter for congratulation when friendly communities MacCabe and Logan took the lead, and the lat- compliment, and as the programme of events second, a couple of yards ahead of MacCabe. and arrangements have been made to seat no In the third lap MacCabe was up with Cooke fewer than a thousand spectators. We hope every again, but Logan was still gaining steadily from seat will be filled, every event be closely conthem both. D. H. Cooke was now half a tested, and that the weather as well as all other lap behind the leading pair, and another quarter matters may combine to make of the gala the of a lap behind him was Barros. In the fourth interesting and instructive event it should be. lap the competitors were strung out rather more. | Especially do we hope for good from the and the fifth saw Logan almost a length shead instructive side. We are not quite so favourably of Barros, with MacCabe and C. J. Cooke still situated here as our visitors are in Hongkong, struggling for second place. In the sixth lap where they have at least two or three months MacCabe gained perceptibly on the leader, leav- in the year when open air bathing is possible, ng Cooke some yards behind, and at the end of when it is not so here. We, therefore, want all

in this most important matter.

THE VISITING AMERICAN BUSINESS MEN.

The following is a list of the Delegates representing The Associated Chambers of Commerce of the Pacific Coast, and Honolulu Chamber of Commerce, who are due to arrive in Shanghai

Los Angeles: Willis H. Booth and wife, E S. Moulton and wife, E. P. Bosbyshell. Oakland: E. A. Young and wife, W. H. Weilbye and wife, Dr. J. M. Shannon and wife. Portland: Carl J. Butsch, O. M. Clark and wife, T. D. Honeyman, San Diego: George Burnham, William

Franklin Knight. San Francisco: William L. Gerstle and wife, Richard M. Hotaling, Robert Dollar and wife, Charles V. Bennett, Secretary to the Com-Scattle: J. Furth, E. F. Blaine and wife.

Spokane: Samuel R. Stern and wife, John H. Shaw, C. Herbert Moore. Tacoma: L. R. Manning and wife, W. H. Dickson and wife. Charles H. Hyde and wife. Honolulu: Edward C. Brown and Fred. L. Waldron.

JAPANESE RAILWAY AUTHORITIES AND THE AUSTRIAN BARON.

THE BARON'S COMPLAINT.

The grievance of Baron Doblhoff against the Government Railway Bureau, and of the Bureau against the Baron, remarks the Japan Chronicle, threatened to become quite an international "incident," until the Baron was prevailed upon Lengths Team Race for the China, Weekly N. 53, W. Manley No. 78, W. Martinson No. 59, by a member of the Austrian Embassy to write a letter of apology, and the railway authorities Victor "Challenge Cup, and the Neat Diving | 2-Near Diving. - (Interport Champion | withdrew the criminal charges preferred against Competition for the "Lusitano" Challenge ship.) First prize presented Dr. R. J. Marshall, him. The Japan Times in one issue devotes two columns to recapitulating the facts, and in designed. The majority of the competitions | The Association Standard for a Plain Dive- | i's next issue indites a leading article on the were splendidly contested, but owing to the The start should be made immediately, and subject of "Law and Decency," in which the late hour at which the proceedings came squarely, not slantwise; it should be powerful, action of the Railway Bureau in taking proceedto a close, we are able to give only a brief sum- with an upward and outward spring, the body, inga against the Baron for infringing the regulalimbs and feet forming themselves into a grace- tions is strenuously upheld. The whole trouble ful, unbroken line. A break, or angular bend- seems to have arisen out of a misunderstanding ing at the hips or knees is a serious fault. The at Nagoya, where the Baron, accompanied by the arms should swing roundly, and gracefully, but Baroness and a poodle, entered "the state-room before entering the water the hands must be coach," whatever that may be. The conductor extended above the head, spread laterally, with asked the travellers to enter the ordinary firstthe forefingers touching; the legs in their class car, but the Baron refused, saying, accord whole length must be kept straight together ing to the official version of the official and on no account must they "throw over," or | that the car was full of "Japanese monkeys, and therefore not fit for the Baroness and superior. The reason why he and the Junior himself to enter. Baron Doblhoff, however, addressed a letter from Miyanoshita to Baron Goto, Director of the Railway Bureau, in which

> As a foreigner travelling for pleasure throughout your country, I made misfortunately the very worst experiences on your railways. It is indeed not of my business to tell you, how very disagreeable and much more difficult than in any other civilised country of the whole world it is to travel with a lady in Japan, where in first-class compartments gentlemen take off their trousers (even Japanese officers I saw do it) and put their bare feet on the arm-leans beside her. The o'clock train. The first-class was crowded. so ing to pay for it especially, where the conductafter that, coming back from the dining car, where we had lunch, I found all our baggage taken out again, the Conductor No. of the Imperial Japanese Government Railways refusing to let us take the places we had before. He began, standing under the door, to bother us for half an hour, telling me that time, but we did so later on. how I ought to act, which impertinence never a European would dare, finally saying: 'Are you a gentleman?' I esteem this, of course, said by a man in duty and officially as a very gre t offence by the Railway Compagnie, whose reprelogy] in all forms and expect to get a have him touch their heads, which satisfactory document in that sense very soon from the directory of the very same company, honoured in having your Excellency as its President."

H.M.S. "BED FORD."

JAPANESE OFFICIAL REPORT.

A report on the condition of the Bedford by one. reached the Saseho Port Admiralty on the 25th the report, arrived at the scene of the disaster at daylight on the 23rd instant. Captain Kitano immediately had an interview with Admiral Winslos and consulted him on the operations for salvage of the cruiser. The Admiral replied that the nature of the operations would be decided on after a survey had | holy touch. been made by the Chief Constructor of the British Naval Yard, who was expected from Hongkong. On the afternoon of the 23rd instant, the Chefoo-maru and other transports | was only exercised indirectly, and so the people sent from Saseho arrived, and the transports Sascho and Ruciun were immediately moored on the port-side of the cruiser, when operations were begun for discharging the heavy movables from the vessel. On following day the six-inch and smaller guns were taken off. The removal of the heavier guns could not be effected without lighters of about 600 tons equipped with a steam-winch and Admiral Winsloo asked that such lighters should be procured. The damage to the cruiser was examined by divers, who found that the first stoke-hold, where the vessel had struck the rock was broken in, and that the second and third stoke-holds were also badly damaged. A large rock had penetrated right into the engine-room in the middle of the vessel. In consequence the water came in very rapidly, allowing no time for the seventeen men and an engineer officer who were at work in the engine-room to escape. The cruiser has now a list to starboard, and the water in her has risen to the same level as that outside. Captain Kitano is directing in person charge of the gans and stores on the Bedford.

CHINESE POLICE FORCE.

SCOTLAND YARD AS A MODEL IN REFORM

In amplification of a recent telegram we reproduce the following from a London paper: -Mr. Lien Chai, formerly Lieutenant-Governor of the Province of Anhwei, in China, and now a highly placed official in the Chinese Police Department, who is visiting England in order to study the methods of Scotland Yard, will shortly leave this country and proceed to various European capitals for the purpose of studying other police methods.

A prominent official at the Chinese Embassy informed a Press representative that it is proposed to remodel the police system in China. We have a great admiration for your police system here in London," he said : " we consider it the best in the world, and we want to apply it in the proposed romodelling of the Chinese force as much as we can, having regard-to local conditions.

THE DEPOSITION OF THE DALAI LAMA.

A representative of the Shanghai Times had the privilege of a long interview last week with Lieutenant General Wen Tsung-yac, who recently resigned the important post of Junior Amban in Lhassa, and who, having been in office during all the stirring events leading up to and attending the flight of the Dalai Lama into India, is qualified to speak with precision and authority regarding that momentous episode. Lieutenant General Won is making a short visit to Shanghai prior to proceeding to Canton to bring his family up to take up their residence in the Model Settlement. He is stoying at the house of H. E. Tsen Chun-hauen, the late Vicercy of the Liang Kwang, in Markham Road. Mr. Wen, we may mention, is an old Queen's College boy, and is well known in Hongkong.

Following is the first instalment of the report of the interview:

ON THE WAY TO TIBET.

to the Vicercy for my passport and he telegraph- but, however, I shall go. ed back to me in very courteous terms and also I went. It was in the afternoon, and I conassistance rendered me in obedience to these We conversed with the aid of two interpreters. and unfatiguing and in due time I arrived at Potola, he sitting on the Throne which was

ETIQUETTE AT THE POTOLA. How often did you see the Dalai Lama?—Oh. twice. The Dalai Lama never calls on the Amban. Whenever the Amban or the Junior Amban had business with him we made an appointment to call upon him. There are but two persons in the whole of Tibet with whom the Amban deals on a footing of equality, these being the Dalai Lama and the Panchen or Tashi Lame. To everybody else in the country he is Amban call upon the Dalai Lama when they have business to transact is that the Dala Lama is confined to his Palace, the Potola, and whenever he wishes to leave it the Amban must memorialize the Throne in Peking for permission for him to do so.

MEETING WITH THE DALAI LAMA.

When I first arrived in Lhassa the Dalai Lama was absent. He had fled from Lhassa at the approach of the Younghusband Expedition, intending to go to Russin, but our Government had telegraphed to the Resident in Sining, who intercepted the Dalai Lama and induced him to go to Peking. He lingered very much on the 23rd of this very month I left Nagoya with | way, and it took him three years to reach the the Baroness to reach Miyanoshita on the one Imperial capital, and his return to Lhassa occupied considerably more than one year. He we went to the small state-room beside it, will- arrived back there on the 9th day of the 11th moon (December 21, 1909) last year, ors and boys usually are sleeping in. Very soon | and according to the procedure arranged for occasions the two Ambans, th t H. E. Lien Yu and myself, went out half-astage (45 li) from Lhassa to receive him. just saw him on that occasion, and exchanged a few sentences of formal greeting and no more. Did you take him any presents ?-No, not at

THE RITE OF HEAD TOUCHING.

At first the Dalai Lama stayed at a great garden, in which only willow-trees grow, before them," to which he said he would be very glad proceeding to the Potola. In this garden he was obliged to remain two months, because, having been away so long from fore I insist upon apologising [? an apo- the people were all auxious to see him and an important rite of their religion. So there were simply thousands of people assembled at the garden to catch a glimpse of him, people from Mongolia, India, Turkestan and half-a-dozen other countries, and he simply had to give andience to them all and touch their heads with his hand before he was able to attend to anything else. Every day, then, he held open court for several hours and received the people one Each came before the Dalai Lama bearing a white scarf in his hands and bowed instant from Captain Kitano, in command of down reverently before His Holiness. Then the cruiser Izumi, which was sent to the assis- the suppliant knelt down, took off his by | tance of the stranded cruiser. The Izumi, says | cap and rising, bowed again, and it was while he remained in this attitude that the Dalai Lama laid his hand upon the bent, bare head. The suppliant then withdrew and his place was taken by another man, and so the rite proceeded, day after day, for two months, until every member of the vast assemblage had received the

The Tibetan people simply idolise the Dalai Lama, although his Government was the most despotic in the world. His oppression, however, never attributed any of the blame of it to him.

HOW THE STORM GATHERED.

The Dalai Lama had been very disobedient, disrespectful and ungrateful to the Chinese, and so when he learned that some of our troops might be coming to Lhassa he began to fear that their object was to take revenge upon him for his bad behaviour. He knew he had tried to raise soldiers to oppose the coming of our troops, and though his forces had been dispersed by the Chinese like stoke before the wind, he still feared that we would not be content with merely scattering them, but would seek to punish him. The common people of Tibet did not hate us or the Imperial Government: if they had done so we could not easily have get to Lhassa.

THE CHINESE TROOPS APPEAR. The first batch of our troops reached Lhassa on the 3rd of the first moon. On the 22nd of the 13th moon the Dalai Lama's forces had been defeated by us at Gyanta, which is about eight days' journey from Lhassa. The Dalai Lama was very greatly terrified when he learned of this reverse to his arms, and four days after it took place he caused the report to be spread from the Potola that the Chinese troops were coming to loot and burn. Therefore, he said, it would be better for him to allow his soldiers to destroy the city rather than that this should be done by the Chinese.

ALARM OF POREIGN MERCHANTS. When these reports began to be circulated all | northern shores of the China Sea. the merchants from India, from Nepaul, from Sikkim, and from Bhutan residing in Lhassa came to call upon the two Ambans. They repeated the stories they had heard and begged us to interview the Dalai Lama and make him undertake to protect their lives and property. I replied to them, "You need not fear the Chinese troops, and when they come you will not need to fear the Tibetans. Chinese troops will be kept under the strictest | Formesa Channel discipline and if they misbehave themselves they will be mercilessly punished."

The merchants said they were not afraid of he Chinese troops but of the Tibetans, and

said. "The mement any trouble arises I have eighty guards and them will I send to patrol the streets and preserve order."

The merchants then pressed me to see the Dalai Lama, but this I could not do. because he had been evading attempt on my part to interview him for days preceding this interview. I had been requesting him urgently to make an appointment with me, but he had been putting me off from day to day, so that it was simply impossible for me to obtain access to him.

Then the merchants said, "We will go to his Palace and beg him to see you," and I replied, "that is your business. I won't ask him to receive me any more, but if he wants to see me I shall be glad to call on him at any time." The merchants then took their leave.

A MOMENTOUS INTERVIEW. When did you anally see the Dalai Lama?-One day before the Chinese troops arrived, received word from him that he would receive me but not my senior colleague, H. E. Lien Yu. whom the Dalai Lama had been refusing to recognise for over two months. -- The Dalai Lama had also stopped his supplies. I consulted Lieutenant-General Wen, who, by the way, with H. E. Lien Yu as to whether it would be speaks perfect English, having been educated at advisable for me to go to the Potola or not, and Queen's College, Hongkong, said :- I was in he said, "If you go alone things may turn out office in Tibet about 14 months in all I went all right; but if we go together we shall probthere vid Calcutta, and the journey from Canton ably be massacred. You go by yourself and the to Lhassa took me two months. I remained in moment I see any signs of trouble I will send Calcutta three or four days and enjoyed myself our guards to the Potola to protect you." I said. "If trouble arises while I am there I Did you go to Simla !- No, but I telegraphed shall be finished by the time the guards arrive.

telegraphed to the Governor of Bengal instruct. | versed with the Dalai Lama for about two hours ing him to give me every facility to pursue my in the presence of all his military and civil journey and cross the frontier. With the officials and all the leading Chinese officials. instructions my journey was comparatively easy | We sat side by side in the Throne Room of the my destination and took up the duties of my presented to the Dalai Lama by the Emperor Kien Lung, and I on a slightly lower chair of state. He asked me the reason why Chinese troops had been sent to Lhassa, and I said, "As I have already informed you many times, these troops are coming to protect trade, to keep order in the trade marts, to be employed as police and to

protect the Buddhist religion. The Dalai Lama said. "If that be the case why did you not send them to the trade marte instead of bringing them to Lhassa "P to which I replied, "This is the reason. These troops have been sent by order of the Emperor, and I had no more control over them before they arrived here than I would have had over a letter sent to me through the Imperial Post. It would simply have been addressed to me and I would not have been able to do anything with it before I received it, any more than I have been able to do anything with these soldiers while they were on the march here." I added, however, that I would not allow them to remain too long, and on this understanding the Dalai Lama consented to

their entry into Lhassa. Then the Dalai Lama said: "I hope you will undertake that your soldiers will not destroy the monasteries and kill the Lamas," and I said "Certainly I will give that undertaking, because our Emperor only sends his troops to protect the Lamas and to keep order.

-Then-he-asked-me, "And what about my power ?" to which I replied, "Your religious

power you will retain." He asked, "And my political power, what about that?" to which I answered, "You will

have no political power whatever. All the political power will continue to be in the hands of the two Ambans. Your business will simply be attended to your religious duties.' His next question was, "Will you takerevenge on my people for opposing you?" to which I replied, "No, I will be very lenient

towards all the offenders who helped you to resist our soldiers. You yourself have made several mistakes and now you must correct to hear what his mistakes were.

I said, 'In the first place, you have mised troops to oppose us, but still it is not too late for you to recall them. You had better disband them at once and send them back to work on the lands from which they came. Your second mistake is this: You went to Peking last year and were magnificently treated by the Emperor and Empress-Dowager. You were restored to your office as Dalai Lama and higher rank was conferred upon you. You ought to have requested us, two Ambans, to memorialise the Throne thanking His Majesty, on your behalf, for all that had been done for you. but instead of that you displayed nothing but ingratitude and put yourself in opposition to

The Dalai Lama said, "I acknowledge that I have made a mistake in this matter, and I shall do what I can to rectify it at once."

I.proceeded: "You must also recognise my senior colleague, H.E. Lien Yu, for if you refuse to recognise him as Amban you refuse at the same time to recognise our Government, which sent him here. If you think he has done wrong in anything you may impeach him to Peking, but recognise him as Amban, and let him have his supplies you must." He said we had better exchange despatches

on the subject, and I said that would not be necessary, upon which he added: "Formerly I was content to take your word upon any matter, but now I have become suspicious." I said I would consult my colleague.

Our conversation, as I have said, lasted two hours, and my colleague, becoming anxious owing to my prolonged absence, was continually sending men with telescopes to the roof of his yamen to watch for any signs of trouble in the Palace. He was very glad, indeed, when I returned safe.

(To be continued.) WEATHER REPORT.

The Hongkong Observatory vesterday issued the following report:-

On the 6th at 12.10 a.m.—The barometer has fallen considerably over Japan, and risen moderately at Meisco Sims and also over S. China and Tongking. There are three depressions -one between Meiaco Sima and the S. Loochees, which ap-

pears to be slowly recurving to the N.E. another near Korea Straits also moving to the N.E., and third moving Eastwards over the N.E. part of the Sea of Japan. Pressure remains high over the Pacific to the

Eastward of the Bonins, and relatively so over Moderate to fresh N.E. winds may be expected over the Formesa Channel and the

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :---(N.E. winds, mo-Hongkong & Neighbourhood \ derate: unset-

tied, showery. N.E. winds, mo-South coast of China between Same as No. 1 Hongkong and Lamocks.

derate to fresh. South coast of China between ! Hongkong and Hainan ...

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Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD. General Managers. Hongkong, 6th September, 1910.

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NOTICE TO CONSIGNEES.

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HE Steamship

"GLENSTRAE." Capt. F. Jones, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th inst., at 2.30 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject

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Hongkong, 23rd July, 1910. SHOT MANUFACTURERS.

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HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 5th September, 1910. [707.

HOLIDAYS.

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD. N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be

Payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of Soptember, 1910, both days inclusive. SHEWAN, TOMES & Co., _

General Managers. Hongkong, 25th August, 1910.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL L · MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd September, 1910.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEET ING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with-a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co., General Managers. Hougkong, 3rd September, 1910.

INTIMATIONS.

PEAK TRAMWAYS COMPANY, LTD.

OR the purpose of renewing some parts of the hanling machinery the Service of Cars will be Suspended from 8 P.M., on SATUR-DAY, the 10th inst., till 8 A.M. on MONDAY 12th inst.

JOHN D. HUMPHREYS & SON. General Managers. Hongkong, 1st September, 1910.

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock AM., on SATURDAY, the 17th September.

Bearers of Debentures are invited to attend the Drawing. By Örder.

JAMES CRAIK, Hongkong, 1st September, 1910.

> HONGKONG CLUB. NOTICE.

N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.

By Order, JAMES CRAIK, Secretary.

Hongkong, 1st September, 1910.

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NYOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the Hongkong AND SHANGHAI BANKING CORPORATION. The BANQUE DE L' INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATUR-DAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs, Lowe, BINGHAM & MATTHEWS. St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of per cent. per annum will be charged on all unpaid calls after the 8th October, 1910. For the Board of Directors.

T. F. HOUGH. Chairman. Hongkong General Purposes Committee.

Hongkong, 1st September, 1910. . [1009]

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TTONGKONG HANSARD REPORTS MEETINGS COUNCIL for the Apply to-LEGISLATIVE Session 1909. REVISED BY THE MEMBERS.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

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TO LET. I'N No. 5, QUEEN'S BOAD CENTRAL, Victoria Building, ROOMS suitable for

One GODOWN in MASON'S LANE. Apply to-DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910.

TO LET.

NJO. 2, HOLLYWOOD ROAD. No. 2, OLD BAILEY. Immediate Possession. ARRATOON V. APCAR & Co., 14, Des Voux Road Central. Hongkong, 4th July, 1910.

---TO LET.

King's Buildings. FFICES facing the Harbour lately in occupation of Mesers, JARDINE, MATHESON & Co., LTD. Apply— THE HONGKONG LAND INVEST-

MENT & AGENY CO., LD. Hongkong, 1st September, 1910.

TO LET. OFFICES in Des Voeux Road, Central, INTERNATIONAL BANKING corner of Ice House Street MESSRS. PERCY SMITH & FLEMING.

5, Queen's Road. Hongkong, 2nd June, 1910. TO LET.

MODERATE RENTAL. LIOUSES in Observatory Villas (5 Rooms) Kowloon. Electric and Gas laid on. Tennis Court.

Apply to-ARRATOON V. APCAR & Co., 14. Des Voux Road, Central, 1st Floor, Hongkong, 28th July, 1910. TO LET.

ELF Contained FLATS, NATHAN ROAD. Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to - J. HENNESSEY SETH. No. 4, Ice House Street. Hongkong, 2nd July, 1910.

THE TOP FLAT of No. 4, SEXMOUR ROAD. Hongkong. Cheap Rontal. Apply to-SPANISH DOMINICAN PROCURATION.

TO LET.

Hongkong, 3rd September, 1910. TO LET. ATOS. 19 and 23, SHELLEY STREET. new 5-Roomed Houses.

1 HOUSE in Belilios Terrace. No. 2, CONDUIT ROAD, 5-Roomed House from 1st June or 1st July, 1910. No. 9, BEACONSFIELD ARCADE (Shop) C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910,

No. 57. PRAYA GRANDE, Macao. FOR SALE .- TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings,

TO LET. ✓ ODOWN, No. 5A, DUDDELL STREET

Hongkong, 22nd August, 1910.

Apply to— THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st September, 1910.

TO LET.

NIEW and COMMODIOUS Nathan Road, Kowloon, Immediate KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

Apply to-HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909.

Coal, Timber, &c.

TO LET. NO. 16, WYNDHAM STREET. From 1st September, 1910. 1st September, 1910.

Apply to— E. A. & C. F. DE CARVALHO. 14. Arbuthnot Road. Hongkong, 8th August, 1910.

TO LET.

CONDUIT ROAD, Clifton No. 21, Condens. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL, 1st floor. 🖸 SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Sesman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st September, 1910.

AUCTION

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY. THE Undersigned will Sell by PUBLIC AUCTION TO-MORROW (THURSDAY), the 8th September, 1910, at 120 clock (NOON), at his SALES ROOMS, Duddell Street.

IN ONE LOT. All those pieces or parcels of ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION OF SECTION "A" OF KOW-LOON INLAND LOT No. 441, and THE REMAINING PORTION OF SECTION B" KOWLOON INLAND LOT No. 441, G. Friesland, Esq. with the European Dwelling House thereon known as "GLENTHOENE," Kimberley Road. The Property is held for the residue of the

created by the Crown Lease of Kowloon Inland Lot No. 441. Total Area 25,738 square feet. Total annual Crown Rent \$128,22. For further particulars, Conditions of Sale and inspection of plans, apply to GEO. P. LAMMERT.

term of 75 years from the 24th June, 1888,

Auctioneer. Hongkong, 25th August, 1910.

19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock. Developing and Printing Undertaken.

BANKS

Hougkong, 31st July, 1907

CORPORATION.

CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND Gold \$3,250,000 Gold \$6,500,000

(about £1,500,000.) HEAD OFFICE: 60. Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LD. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES \mathbf{AND} AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, received money on Current Account at the rate of 2 per cent, per annum en daily balances and accepts Fixed Deposits at the following rates: For 12 months 4½ per cent. per annum. \mathbf{For} N. S. MARSHALL,

Hongkong, 17th August, 1910.

No. 9, Queen's Road, Central

Acting Chief Manager.

HONGKONG SAVINGS BANK. THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 per cent, per annum, Depositors may transfer at their option

balance \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Honghong and Shangkai BANKING CORPORATION. N. J. STABB,

Hongkong, 16th July, 1910. NTEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) -F1. 2,754,338,09 (£229,528) Reserve Fund HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

ESTABLISHED 1863.

LONDON BANKERS THE WILLIAMS DEACONS BANK. SWISS BANKVEREIN.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-

BRANCHES AND AGENTS all over the

12 months 4% per annum. 6 do. 31% do. C. WOLDRINGH, Manager, No. 16. Des Voux Road Central. Hongkong, 4th August, 1909.

THE BANK OF TAIWAN, LIMITED (Incorporated by Special Imperial

Capital Subscribed (paid up) Yen 5,000,000

HEAD OFFICE: TAIPEH, FORMORA. BRANCHES AND AGENCIES: Swatow Tainan Kobe Tameui Tokyo

Nagasaki

Caaton

Shanghai HONGKONG OFFICE: 3. DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 9th March, 1910.

BANKS

EFONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL

RESERVE FUNDS:-STERLING £1,500,000 at 2/-=\$15,000,000 SILVER ... \$16,000,000

\$31,000,000 RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. G. BALLOCH, Esq.—Chairman. ROBERT SHEWAN, Esq. Doputy Chairman. F. H. Armstrong, Esq. | S. A. Levy, Esq. Andrew Forbes, Esq. F. Lieb, Esq. G. H. Medhurst, Esq. Hon, Mr. H. Keswick E. Shellim, Esq. C. R. Lensmann, Esq. H. A. Siebs, Esq.

> CHIEF MANAGER: Hongkong-J. R. M. SMITH.

MANAGER : Shanghai-H. E. R. HUNTER

LONDON BANKERS LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum. -N. J. STABB.

Acting Chief Mauager. Hongkong, 26th August, 1910. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE-LONDON.

balances.

Bankers :---

INDUSTRIM

ROBERT WARSCHAUER & Co.

BANK, MUENCHEN.

PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,660,000 RESERVE LIABILITIES OF PROPRIES. TORS......£1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily

On Fixed Deposits for 12 months 4 per cent. WM. DICKSON, Manager. Hongkong, 27th April, 1910.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAI. BOARD OF DIRECTORS, BRELIN,

TEUTSCH-ASIATISCHE BANK.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and

KOENIGLICHE SEEHANDLUNG (PRHUSSISCHE STAATSBANK) Berlin. DIBECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHEOEDER BERLINER HANDELS. GESELLSCHAFT Berlin. BANK FUER HANDEL UND

MENDELSSOHN & Co. M. A. VON KOTHSCHILD & Frankfurt a.M. SOEHNE JACOB S. H. STERN NORDDRUTSCHE BANK IN HAMBURG, Hamburg SAL. OPPENHEIM, JR., & Co., Koeln. BAYEBISCHE HYPOTHEKEN UND WECHSEL-

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLSCHAFT,

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN.

Hongkong, 4th December, 1907. THE MERCANTILE BANK OF INDIA, LIMITED.

Manager

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED ... PAID-UP *** 144 *** \$14 441 RESERVE FUND BANKER': LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts

at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... per cent. For 6 ... 33 per cent, EVAN ORMISTON. Manager.

Hongkong, 26th April, 1910

THE WYOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000 BESERVE FUND 16,250,000 HEAD OFFICE-YOROHAMA BRANCHES AND AGENCIES.

London San Francisco Lyons Shanghai Honolulu Nagasaki New York Bombay Tientsin Hankow Newchwang Dalny Peking-Antung Port Arting Tieling Chiang Chun Mukden

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily belance. On fixed deposits for 12 months 4 % per annum TAKEO TAKAMICHL

Manager. Hongkong, 14th March, 1910.

For your own comfort in Tropical Countries use CALVERT'S

Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, Bugland.

Guarded against Infection.

Perfect Personal Cleanliness.

Freedom from Skin Irritation. Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic scap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap. You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

BOVRIL

THE MIGHTY ENERGISER

stimulates, nourishes and sustains without digestive efforts.

The Power of Beef is in BOVRIL.

JOHN ROBERTS&CO., LD.,

BILLIARD TABLE MAKERS, BOMBAY.

INDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed. extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth. and patent adjusting toes, with lever for levelling, complete with the following accessories:-

12 Selected Ash Cues. 1 Butt Rest with Patent Brass Head. Billiard Rest with Patent Brass Head. Long Butt. Mid Butt. Billiard Marking Board. 1 Dust Cover for Table.

Straightedge and 2 Circle. 1 Best Spirit Level. 1 Smoothing Iron with Shoe.

Mailean Co.

HONGKONG TIDE TABLE.

From September 7th to 18th, 1910.

No interior

1 Wall Cue Rack. l Wall Butt Rack. 1 Set Billiard Rules, Framed. l Best Billiard Brush. Set "Crystalate" or "Bonzoline" Bild. Balls Box Best Cue Tips, assorted. Cue Tip Fastener with File. Bottle Cue Cement. Box Silk Spots. 2 Dozen Best White Chalk.

[1134--1

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.

> COLEMAN'S WINCARNIS. GREATEST TONIC THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibitating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nowishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stomins, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Seochow Road, Shanghai. [719

HONGKO IG METEOROLOGICAL.

REGISTER.

Highest open air Temperature on 5 h..... 90

Lowest open air Temperature on 5th ...

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· ·	HIGH WATER.			LOW WATER.		Porghong Observatory, September 6t				
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ANECDOTAL HUMOUR.

MAXIMS.

A man's first step in extravagance is generally taken when he begins to call his wages his salary. His next is when he refers to his salary as his income.

When you reach the stage at which people do not ask you to dine with them but extend an invitation to join them at dinner, you know you have turned the corner of the road to Success.-The Globe.

Lord Kitchener, at one of the dinners tendered him in New York, apologised for his want of don't," he said "I think it is better to keep silent than to put you to sleep. The officers of the British Army are noted for their inability to make a public speech. Whenever an officer is foolish enough to rise to answer a toast, the guests say to one another significantly as he sits down: 'Well, you know, the bigger the gun the bigger the bore."

INNOCENTS ABECAD.

That the race of innocents abroad is not defunct is proved by the following reported in a London contemporary dated August 9th :- On a students' day last week a well-known lady artist was working in the new Turner wing at Millbank, when a troop of American tourists filed in. Loud expressions of wondermont could be heard, and soon a tall stranger came over to possible. the lady artist and rapidly addressed her "Say, artist, do you know this man Turner? Can you tell me where he lives, 'cause I want to go right away to him to find out where he bought all these pictures?" Thus is the soul kened with gentle strokes of art.

THE GRUMBLER SILENCED. A rich Parisian had an only daughter, who absolutely firm above the car. was married. The father was weary of the shortcomings of his wife. According to the young man she was extravagant, ill-tempered, untidy, and, in fact, everything which a wife should not be. The father-in-law was determined to put a stop to the complaints, but he proceeded in a most diplomatic manner. "Now," said he to his son-in-law, "you tell Marie from me that if I hear another word of complaint against her I will disinherit her." This, at all events, is what we read in a Paris contemporary and we can quite understand that thereafter the young lady became a model wife. "OTHER POCKETS."

Keen theologian though he is, Prebendary Webb-Peploe is not (says M.A.P.) without strong vein of humour. There is a story told of how at a Church Congress he once was introduced to a City stockbroker, who began to enlarge upon his own business capabilities, and to deplore the lack of initiative in the modern British youth. "Why," he said, "when I landed in this country I was without a cent in my pockets." "Yes," said Mr. Webb Peploe, "but there were other pockets." The Prebendary's delivery is exceptionally - rapid, making it impossible for any but an expert shorthand writer to follow him. This delivery a prominent Bishop once described as the swiftness of a Derby winner.

AMERICAN TITLES.

William Jennings Bryan once-jeked about the American fondness for titles: "You all know of the colonel," he said, "who got his title by inheritance, having married Colonel Brown's widow? But I once met a general who get his title neither by inheritance nor by service, nor by anything you could mention.

"" General," I said to him, 'how do you come y this title of yours, any way?' "Why, sir," said he, 'I passed my youth in the flour trade, and for twenty-seven years was a general miller.

"I know another titled man, Judge Green. " 'Are you, sir,' I once asked him, 'a United States judge or a circuit court judge? of hoss racin'."-St. Louis Globe Democrat.

AN UNPLEASANT REMINDER. Some good stories are told of Mr. Avory's gift of caustic repartee. Once, in a case, his earned opponent cited a text from the Book of Job. Mr. Avory was on his feet in an instant Raising his eyebrows, he looked inquiringly at the judge. "I do not think Job's evidence is admissible," he said quietly. "You see, we cannot put him in the witness box." Once, however, Mr. Avory, according to M.A.P., me someone who proved too much for him. "Let me see," he said to a witness for the other side, "you've been convicted, haven't you?" "Yes, sir." answered the man, " but it was due to the incapacity of my counsel rather than to any guilt on my part." "It always is," said Mr. Avory, grimly, "and you have my sincere sympathy." "And I deserve it," retorted the man.

ALGIERS OR HEAVEN. In other days when people were not so sophis-

"seeing that you were my coursel on tha

ticated as they are now, we were often told that man who cracked a joke at the expense of the had shifted since we started, but it seemed very "cloth" was looked upon as more or less a profane person. This fine old-fashioned sense of decorum is rapidly vanishing, as the following anecdote shows, writes "Stylus Swift" in the "St. Andrew's Citizen":-A bishop consulted Sir Frederick Treves, the noted surgeon, in regard to his health. Sir Frederick said: "Your lordship must go to Algiers or some winter resort on the Riviera." "Impossible," replied the bishop. "I have too much work to get through." Well," said the doctor, "you must make your choice. It is either Algiers or 100 feet, and we swept on superbly until we Heaven." "Dear me!" exclaimed the bishop, with a sigh;" then I suppose it must be Algiers." We think we have come across the story previously, but it bears repetition.

MISS MARIE HALL'S CHEWING GUM. Miss Marie Hall, the violinist, who is reported to be shortly coming to the Far East, had many coats of khaki. amusing experiences during her recent tour in. resonge fulness of the Yankee journalists. One I to keep the airship steady. of these gentlemen inquired of her when she landed as to her views on the chewing gum | more we heard voices and saw faces distinctly. habit. Miss Hall, never having chewed gum in "Gently, gently," came the warning voice her life, said she didn't know. Imagine her again, and then, before we knew it we were on surprise when next morning his paper came out the ground. In perfect order the men towed with the statement that Miss Hall had chewed us in again, and we passed under the huge roof. gum all her life, and thought it was the finest Five minutes after the place was shut and thing for the voice and throat. As a result, silence reigned. she was bombarded at her hotel by men who of large quantities of chewing gum at half- adventure. price if she would announce from the platform that it was their particular brand that she patronised.

THE CADDIE'S REBUKE.

No Scot but will take justifiable pride in the richly-merited rebuke administered the other day by a Scottish caddie endowed with all the Barometer 9 A.M. 29.74 Therm. (Wetbulb) 9 A.M.78 dountless piety of his race to a naughty English | Barometer, 1 2 M., 29.72 | Therm. (Wetbulb) | P.M. 7 gelfer who (says." Cleekum" in the St. Andrew's Barometer 4.P.M. 29.69 Therm (Wetbulb) 4 P.M.77 Citizen) dared to descorate one of our storied links with language usually confined to those South o' Tweed. This reprehensible person, Thermom: 1 F.M. 82 Therm. Minimum over after foozling half-a-dozen shots running, and Thermom, 4 r.m. 82

using the only language that he, no doubt, considered at all adequate, turned to his caddie and imperiously demanded, "Do you know what I'm doing?" "Brawly," was the fearless reply, not unworthy of John Knox at his buirdliest "div ken whit ye're daein'; hit Ah'm no sae blaspheemious as to say!" The correspondent who sends the foregoing adds, "For the benefit of Oxford and Cambridge men and others whose education has been neglected, I may add 'buirdliest' means 'most stately manner and 'd v' may be Anglicised by 'do. "

PARIS-LONDON AIRSHIP.

(FROM "THE DAILY MAIL'S" SPECIAL COLRESPONDENT.)

REMARKABLE TRIAL FLIGHT.

Paris, August 10. "This," said M. Clement, luxuriating in the

hot sunshine this afternoon, " is the first day of

We were just outside the vast shed of the Clement-Bayard II .- the "Dreadnought of the Air" they call her here, pronouncing Dreudnought in a quite unreproducible way; and he

was telling me his trouble. "You know," he said," that we were almost ready to do the journey from Paris to The Daily Mail's airship garage at Wormwood Scrubs three months ago, but we have had the worst weather

Colonel Capper, the well-known chief of the Army Aeronautical Department, and I had just arrived. Inside the shed I had found the airship a good deal altered from what she was three months ago. The vertical plane at the rear has been much enlarged. Further, the attachment of the long car of the balloon has been strengthened with a view to keeping the huge gasbag

"All these things," said M. Clément, looking complaints of his son-in-law in regard to the at her proudly, "we have learnt by experience in the course of fifteen ascents. I have always told my people that we had mastered the theory, but we lacked practice. Now we have had it, and you see the result. Every time we learn something. "This evening," he said to Colonel Capper and to me, "you shall see for yourselves how she

behaves in the air." The flag on the shed, which had been fluttering straight out from the poles, drooped motionless. The smoke went straight up. The men from the works who pull the airship out into the open were telephoned for. The immense doors were opened. M. Sabatier, the engineer in charge, Lieutenant Texior, the pilot, and M. Baudry, who assists him, leapt into the car. Colonel Capper and I followed.

STEADIER THAN MOST SHIPS. "Gently, gently," cried the director of operations to the men who had taken their places along the side, and very gently we were towed out into the fields just above the ground. M. -Clément enapshotted us gaily as we went.

Words of command rang out in the still air and were obeyed with military precision. At last we were in the open. The crowd which had gathered round us was lined up at a safe distance. "Let go," shouted the director, and we began to move away. At last we were in the air. At a height of three hundred feet the ongine-room telegraph rang and the motors were set going. They caused no vibration. They are set on springs which absorb all their movement. M. Baudry emptied a sandbag over the side and we went up to a height of 500 feet.

Again the signal-familiar to those who go down to the sea in ships-rang out, and this time the tremendous serew began to revolve. There was a slight wind, but not much. We passengers grabbed our hats, but it was not needed. At about twenty-five miles an hour we flew steadily on in the direction of Pierrefonds.

Now and then as we passed over valleys between the hills we felt the effects of the upward eddies of air. The car swerved slightly. I felt more comfortable holding on the sides. Whenever we turned there was just a percept-"'I min't neither,' he replied. 'I'm a judge lible movement, but I soon grew accustomed to Figure Co., LD., who are prepared to Supply this. Otherwise we were perfectly steady, far steadier than most small ships even in calm

We were about 1.000ft about the rolling forest country. We could see the shining snake of the river for ever so far. Tiny dots waved morsels of white to us from the roads and gardens. We picked up a train on the local railway line and beat it easily.

A motor-car raced us on a straight bit of road It looked like a matchbox going at about a mile an hour. Half-way to Pierrefonds we slewed round. "It looks like misty weather." said M Sabatier, "so we had better not take her any farther. It had been the same tho last time, and we only got home after a wide détour, because M. Clement knows the country so well."

Talking was quite easy. There was little noise from the motors. We kept a look-out for farms we knew and waved back to the people who saluted us. It was really hard to believe that we were travelling 300 yards high in the air. We circled over the villages round about Lamotte, passed over woods, and felt them trying to draw us downwards, as the woods always 'ministers werena' craws to shoot at," and the do. We turned up into the wind, which

ltttle to affect our speed.

PERFECT DESCENT. We came back over the shed—the 150 yards long, corrugated iron roof of which looked like a dish cover. Then a mile er so beyond we turned back, and directly the wind blew behind us we began to drop. Things happened very quickly at this point. M. Sabatier and M. Baudry emptied sandbays over the side .- Lieut. Teixier, who took command, was doubtful whether to ring the motors off. The next moment we had risen were over our own fields again.

"Cut the drag rope," said the pilot. There was the snick of a penknife, and the long line fell to earth. Instantly what appeared to be a swarm of brown ante wriggled towards it. They were really the men from the works in their uniform

"Now the serpent," and a heavy length of America, but what impressed her most was the red coil dropped from the stern to act as a brake

Rapidly the ground approached us. Once

It seemed like a dream. Nearly an hour had wanted her to buy chewing gum. Sample passed. I felt as if I had been cheated of somepackets flowed in upon her by every post, and thing. It ought to have been more exciting. firms from all over the Continent sent offers There had been no thrill, no sense of desperate,

It was like travelling in a train.

MESSES. FALCONER & CO.' - REGISTER. September 6th

Thormom: 9 A.M. 81 Thorm. Maximum 2

A GOOD SET OF TEETH

Eradicates the Formation of Tartar, Prevents and Arrests Docay, and gives . Picasing Fragrance to the Breath. Contains Nothing Gritty or Acid. 2/9

ner box. Sold by Stores, Chemists,

and ROWLANDS, 67, Hatton Garden, London.

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A BROKEN-DOWN SYSTEM. This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the v tal forces that sustain the system. No matter what may be its causes (for they are almost mamberless), its symptoms are much the same; the more prominent being slee; lessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely exential in all such cases is increased valuality—vigour—

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and a new existence imparted in place of what has
so intely seemed worn-out, used up, and valueless.
This wonderfolmedicament is suitable for all agos,
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difficulted imagilies exacted disease or derangement
whose main features are those of debility, that will
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SHIPPING IN PORT.

STEAMERS

AWA MARU, Japanese str., 3,912, S. Ishikawa, 4th Sept. - Seattle and Shanghai 1st Sept. Flour and General-Nippon Yuson Knisha. BARON INNERDALE, British str., 2,139, D. Mo-Alister, 4th August-Moji 29th July, Coal -Bradley & Co.

Bellerophon, British str., 5,729, Y. Bartlett. 4th Sept.-Tacoma via Japan 10th Aug., Lumber and Flour-Butterfield & Swire. BENLAWERS, British str., 1,250, H. W. Bee,

27th August-Yokohama 21st August, Ballast-Gibb, Livingston & Co. BLOEMFONTEIN, British str., 2,292, J. B. Patterson, 5th Sept.—New York 18th July, General-Shewan, Tomes & Co.

Buyo Maru, Japanese str., 1,813, Y. Yatsayan-agi, 2nd September—Dalny 26th August, Coal-Mitsui Bussan Knisha.

CAPRI, Italian str., 1,277, Moreses, 4th Sept.— Bombay and Singapore 29th Aug., General -Carlowitz & Co.

CHINHUA, British str., 1,350, A. S. Harris, 4th Sept.—Shanghai 1st Sept., General—Butterfield & Swire.

Chowfa, German str., 1,055, F. Schmitz, 7th August-Bangkok 1st August, Timber and Rice Norddeutscher Lloyd. ELAX, British str., 2,571, Milner, 31st August -Hankow 25th August, Ballast-A. P. &

FEICHING, Chinese str., 980, J. B. Howie, 1st Sept.—Shanghai 28th August, General— C. M. S. N. Co.

FURUI MARU, Japanese str., 3,807, Y. Murakami, 2nd Sept .- Moji 27th August, Coal -Mitsui Bussan Kaisha.

GERMANIA, German str., 1.713, H. Frandsen, 2nd Sept.—Hongay and Hoihow 1st Sept., Coal and Pigs—Jobsen & Co. HAICHING, British str., 1,267, W. C. Passmore,

4th Sept .- Foochow via Amoy 2nd Sept .. General-Douglas, Lapraik & Co. HALVARD, Norwegian str., 1,066, Andersen 2nd Sept.-Bombay 26th August, Rice-Aagaard, Thoreson & Co.

Hongrong, French str., 739, A. Cornelienson 1st September-Haiphong 28th August. General—A. R. Marty.

HUNAN, British str., 1,143, Benson, 20th Aug. -Saigon 16th August, Rice-Butterfield & Swire. KAGA MARU, Japanese str., 1,800, T. Kitano.

4th Sept. - Wakamatsu 27th August, Coal - Mitsu Bishi Goshi Kwaisha. Kunchow, British str., 1,460, J. D. Martin. 27th August-Saigon 23rd Aug., General

-Ying Sang & Co. KWANGLEE, Chinese str., 1,468, Lincoln, 5th Sept.—Shanghai 2nd September, General -C. M. S. N. Co. LENNOX, British str., 2,361, D. Reid, 1st Sept.

-Keelung 30th Aug., General-Dodwell LIGHTNING, British str., 2,122, Smith, 2nd Sept.-Calcutta 17th August, General-David Sassoon & Co.

LINAN. British str., 1,350. Williams, 31st Aug. -Shanchai 28th Aug. General-Butter-" field & Swire. Lyeemoon, German str., 1,238, v. Pilgrim, 30th August-Swatow 29th Aug., Ballast

-Hamburg-Amerika Linie. MACHEW, German str., 996, C. Wolff, 5th September—Bangkok 27th August, Rice— Butterfield & Swire.

NANCHANG, British str., 1.014, Cogan, 2nd Sept.—Newchwang 23rd Aug., General— Butterfield & Swire. Nond, British str., 1,185, F. J. Pryn, 9th Aug. -Shanghai via Foochow 1st August, Case Oil-Asiatic Petrcleum & Co.

OMURO MARU, Japanese str., 1,780, Yamanishi. 17th August-Dairen 1st August, Coal-Mitsui Bussan Kaisha. ONSANG, British str., 1,987, E. J. Buller, 2nd September-Moji 27th August, Coal-

Jardine, Matheson & Co. PARHOI, British str., 1,227, Gibbs, 30th Aug.-Cheribon 19th August, Sugar-Butterfield & Swire.

PHRANANG, German str., 1,031, V. Mangelsdorff. 3rd Sept .- Bangkok 25th Aug. and Holhow 1st September, Ric and Meal-Butterfield & Swire.

Pongrong, German str., 998, W. Rokfnhr, 5th September -- Bangkok 28th August, Rico-Butterfield & Swire. Rubi, British str., 1,560, R. Rodger, 5th September-Manila 3rd Sept., General-

Shewan, Tomes & Co. SHINCHIKU MARU, Japanese str., 1.938, H. Mary, 3rd Sept. - Moji 28th August, Coal -Osaka Bhoson Kaisha SIAM, British str., 995, Bims, 2nd August-Singapore 26th July, Kerosene Oil-Mc-

Signal, German str., 902, F. Iversen, 27th August-Swatow 26th August, General-Jebsen & Co. S. THAN, American str., 574, D. Pajo, 31st July-Manila 27th July, Sugar-W. B.

Suisang, British str., 1,771, M. Picknell. 21st August-Chingwantao 14th August, Coal -Chinese Engineering & Mining Co. TACOMA MARU, Japanese str., 3,830, H. Yama.

moto, 30th August-Tacoma, Wash., 4th and Manila, P.I., 28th August, Flour and General-Osaka Shosen Kaisha TAISANG, British str , 1,544, G. F. Matthews, 27th July-Saigon 23rd July, Rice-Jardine, Matheson & Co.

TEUCER, British etr., 5,802, G. W. Parkinson, 3rd Sept,-Manila 31st August, General -Butterfield & Swire. TIENTSIN, British str., 1,227, F. Boyd, 3rd

September-Swatow 2nd Sept., General-Butterfield & Swire. TJIBODAS. Dutch str., 2,953, P. Zwart, 3rd September-Kobe and Amoy 2nd Sept. General-Java-China-Japan Lijn.

TJILATJAP, Dutch str., 3.860, A. W. La Boog, 29th August-Batavia 21st August, Sugar and General-Java-China-Japan-Lijn. WUHU, British str., 1,227, A. Lucker, 4th

September-Shanghai 31st Aug., General —Butterfield & Swire. YATSHING, British str., 1,424. S. J. Payne, 1st Sept.—Bangkok and Kohsichang 25th August, Rice and General-Jardine,

Matheson & Co. YOCHOW, British str., 1806, Mills, 4th August -Tientsin 28th July, Salt-Butterfield &

Swire. YUENSANG, British str., 1,128, P. H. Rolfe, 5th Sept.-Manila 2nd September, General -Jardine, Matheson & Co. YU SHUN, Chinese str., 1.079. C. Westerlund, 5th Sept. Tientsin 27th and Chefoo 29th

August, General-C. M. S. N. Co. SAILING VESSEL.

ARBOW, British barque, 2,971, McIvor, 20th -May-Anjer 8th April, Kerosene Oil-Standard Oil Co.

DRUMELTAN, British 4-masted barque. 1,799. Swatt, 27th August-Menado 30th July. Ballast—Standard Oil Co.

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	Singap	ore	1		Singapore	1
Par value each hare £1. Calls Malayan Compa	nnies. and Co Prices	.'s Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Fraser and Co.'s Prices,	Dividend
aid up are:—	June		para up aro.		June 8.	
15/ paid Alor Pongsu		*****	fy. paid	Malacca Ordinary	10.5.0	4.4
fy. " Anglo-Johore	146	25% '10	2/ fy, o fv	Merlimau Merton Syndicate	7/8	*****
2/ fy. " Anglo-Malay 17/6 " Bakap	*** *** ***		fy. "	Mount Austin	i ''	*****
fy , Banteng	17.10.0	35% '10	2/, fy. ,,	Narborough Est North Hummock	1	10% int. '0
fy. " Batu Caves fy: " Batu Kawan			2/ fy. ,,	Padang Jawa		*****
15/	5.12.6		2/ fy. "	Pandan Johore	2100	50% ''' '1
of 1/ Beranang Selango	or	*****	fy. "	Pelepah (Johore)		*****
15/ " Bernam Perak		3% '0	9 ty. " 10/	Perak Peneiro Est.	J .	421%
——————————————————————————————————————	•••	*****	12/6 ,,	Prye	'	10%
12/6 " J	***		17/6 ,	Ratanuf		*****
B'lands Selangor Bukit Cloh			12/6 , fy	Rembia Rim	10/6 pm	,
fy. " Bukit Cloh Bukit Kajang	3.5.0		2/ fy. "	R. Est. of Krian	•	*****
15/ ,, {	2.10.0	birz	fy	R. of Johore	16.10.0	*****
Options Bukit Mertajam		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	i y "	Seaneid	7.15.0	15% '
fy. paid Bukit Rajah 2/ 9/ Bukit Selangors	20.0.0	150% '0	9 2/ fy. £1 fy.	Selangor Seletar Rubber	3.16.0	75%
fy. " Bukit Selangors Castlefield	6.7.6	*****	15/ ,,	Sompah		700100
8/ " U Chankat Salak R.	and Tin.	•••••	16/ ,,	Sendayan Seremban	. 2.2.6 pm	121%
fy. " Chersonese	4/9	*****	fy.	Serangoon	•	12070
5/ " Cheviot	***	*****	ey ij	Shelford Siginting (N. S.)		10%
1/8 " Chota Rubber Cicely Ordinary	2.12.6	135 % '0	2/, 1/ ,, b) fy. ,,	Singapore Para	3.17.6	*****
Preferred	2.12.6	<u> </u>	9 2/fy. ,	Straits (Bertam)	. 8/-	71%
fy. " Consol. Malay Damansara	1.10.6	80% '0 50% '0		Strathmore R. Sungei Bahru	•	
fv Dennistown	•••	101004	fy.	Sungei Choh	5.10.0	
fy. Enbh. Selangor Fed. Selangor	16/-	15% '1 125% '0		Sungei Kapar Sungei Kruit		321%
1/A Gra Kee R. Est.	*** ***		12/6 ,,	Sungei Liang		*****
15/ " Garing (Malacca)	1 47 4 6 4 1	25% '0	fy, ,,	Sungei Salak Sunger Way	4.17.6 6.12.6	*****
fy Golconda fv Golden Hope	AND AND COLUMN	30% '0	9 15/ "	Tangkah		*****
fy. " Gula-Kalumpong	6.6.9	10%	o fy " }	Third Mile		*****
fy. H. and Lewlands fy. Inch Kenneth	16.5.0		o fy. ,	Tremelbye		
15/ " Johore Para	•••	*****	15/ ,,	Utd. Sua Betong	•	
Johore R. Lands Jong-Lander	•••	*****	2/ fy. ,, 2/ fy. ,,	Val d'Or Est Vallambrosa		250%
fy. Jugra (Ordmay)		40% '0				200%
17/8 Juru Estates K pong Kuantan	••	*****		Trust and Finance Companies.		
2/ 1/ , Kamuning "A"		pm				
fy. " Do: "B" Kapar Para	10.5.0	10% '0	5/ paid 9 10/)	Anglo-Straits R. T	•	*****
fy. Kellas			Options]	Eastern Internat Trust	•	
fy. " Kepong 7/6 " Killinghali	h#1 h#	******	5/ paid	Mid-East Invest	•	*****
fv. Kinta Kellas	- The state of the	******	Options)	Rubber Plants, Inves. Trus	t]	20%
fy. , Klanang	•••	45% '0	9 10/ paid	R. Share Trust	•	******
2/ 1/ ,, Klian-Kellas 2/ 1/ ,, Kota Tinggi	3/6	*****	101 ,,	Strait. M. & Trust	•	*****
10/ " Khota Tampan				India, Ceylon, Borneo,		
fy. ,, j 15/ ;; Krubong				Java and Sumatra.		
fy. Kuala Klang		000	fy. paid	Anglo-Java		19100
fy. " Kuala Lumpur Kuala Pahi	10.5.0	30% int. '08	iy.	Asahan (Sumatra Bangawan R.	•	14184-
fy. Kuala Selangor	***		17/6 ",	Beaufort		
fy. " Labu	20/- 7.0.0	25% '09	E KI	Central Sumatra Indian Peninsula		*****
fy } Lanadron	6.0.0	ρπ 27½% '09	15/ "	Java Amalgam		*****
fy. " } Ledoury	4.0.0	1919 70	of fy.	Kimanis	· ·	*****
15/ Lendu	2.12.0	*****	17/8 fy	Langkon Manchester		*****
/fy Linggi	2.19.6		o) fy. "	Nirmala (Java)		*****
fy. " London Asiatic 13/ " Lumut Est	16/-	, , , , , , , , , , , , , , , , , , , ,	1/6 " 2/ fy. "	Pontianak Sumatra Para		123%
	 -	,		Sumatra Props.	•1	2 127 /

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NTORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorise	ed Capital .	£6,000,00	<u>0</u>
Paid-up (Capital	1.212.50	0 0
IL. Fire Fund	ls	3,488,13	6 6 7
The Unders Company, are against FIRE	prepared to	o ACCEP! NE at Cur	r RISKS rent Ra tes.
	SHEWA	N, TOMES	3 & CO.,
Hongkong,	19th July, 1		[788

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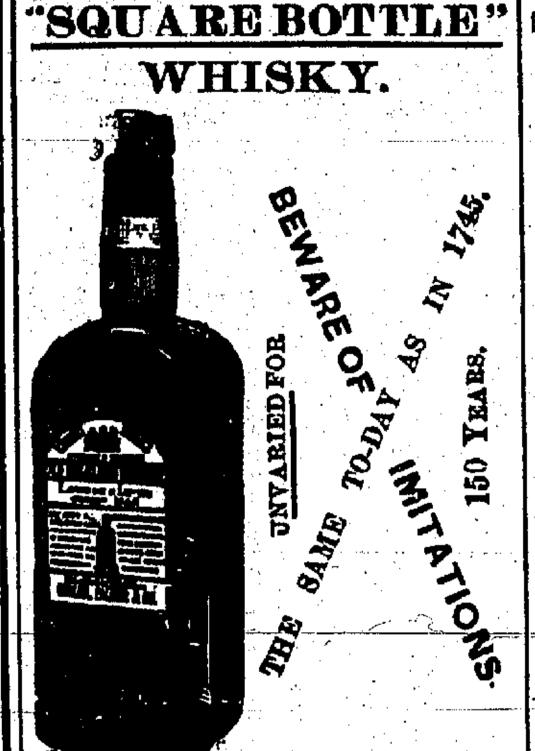
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SOLE AGENTS IN HONGKONG: and from ALL WINE MERCHANTS. [46

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH. Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i h.p., Com. A. Lowndes, Nagasaki. Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Singapore. Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong. Bedford, armoured orniser, 9,800 tons, i h.p.

27,000, Capt. E. S. Fitzherbert, ashore. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington Hongkong. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan. Shanghai. Cadmus, British sloop, 1,070 tohs, i.h.p. 1,400, f.d., Captain H. L. P. Heard, Canton. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Corndr. O. T. Borrett, Shanghai.

Fame, torpedo boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt.-Comdr. C. E. Lloyd Thomas, Hongkong. Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, -Nagasaki.... Handy, torpedo-beat destroyer 295 tons, 6 guns,

4.000 h.p., Lieut.-Comdr. B. J. D. Guy, V.C., Weihaiwei. Hart, torpedo-beat destroyer, 295 tons 6 gans, 4,000 h.p., Lieut, Comdr. H. S. Monroe, Nagasaki.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt, Comdr. G. C. Heathcote. Weihsiwei. Kent, armoured craiser, 9,800 tons, 14 gans, i.h.p. 22,000, Capt. S. St. J. Farquhar,

Nacrasaki. Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Capt. F. C. Learmonth, Kudat, B. N. Borneo. Minotaur, armoured cruiser, (flagship Vice-

Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Nagasaki. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. L. E. Power, M.V.O., Nagasaki.

river gunboat, 180 tons, 2 guns, Moorhen, Lieut. Comdr. G. P. Leith. 800. West River. Nightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Claude Hillersden-Woodward, R.N., Yangtaza. Otter, torpedo-boat destroyer, 385 tons, 6 guns,

6,300 i.h.p., Comdr. E. Stevenson, Naga-Robin, river gunboat, 85 tons, 2 guns, 240 h,p., Lieut.-Comdr. W. C. Lucas, Canton. Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr E. J. J. B. Southby,

Snipe, river gunboat. 85 tons, 2 guns 240 h.p., Lieut-Comdr. John Michael Barker, Yang-Taku, torpedo boat destroyer, 305 tons, i.h.p. 6.000. Gunner W. Barlow, R.N., Hong-

Tamar, receiving ship, 4,650 tons, 6 guns Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. R. J. Buchanan, Yangtere. Thistle, gunboat, 710, tons, 900 h.p., Lieut, Comdr. M. B. Baillie-Hamilton, Yangtse. Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6.300 i.h.p., Lieut-Comdr. C. E. Lloyd-

Thomas, Hongkong. Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong. Widgeon, gunbcat 195, tons, 2 gnns, 800 h.p. Lt.-Comdr. M. H. Wilding, Yangtze. Woodcock, gunbeat, 150 tons, 2 guns, 550 h.p. Lient.-Comdr. B. R. Brooke, Yangtsze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yangteze.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash. On Sale at the "DAILY PRESS" Office, or Local Bookseliers.

AVERAGE MARKET PRICES.

September 1st, 1910. The Prices are given in Dollar Cents. BUTCHER MEAT.

割龍鷹 Mer Lung Pà Yuk—Beef, airloin 14 Ngau Lao - Beef Steak, Sirloin ib. 30 利牛 Ngan Lo-Bullock's Tongue,

#4 kg Ham Ngau Le-,, corned ,, 60 F Ngau Tau-Bullock's Head..., 85 MA Ngau Sam— Heart... lb. 12

Ngau Kok-Bullook's Feet ... each Ngau Iu-Bullock's Kidney ... 9 Ngau Mel-Bullock's Tail Ngau Kon-Bullock's Liver ... lb. 12 HA Ngau To-Bullock's Tripe, undressed

阿佩伊 Ngan Tsai T'au Kök—Calve's

hend and Feet.....set \$1.00 Yong Pai Kwat-Mutton Chop lb. 22

Yong Pe-Leg of Mutton..... , 22 Yong Shau-Mutton Shoulder , 20 The Yong Tau-Sheep's Head Cleetesc 50 Your Sam Bheep's Heart each s Yong Iu-Sheep's Kidneys ... each Fr Yong Kon-Sheep's Liver ... lb. 24 -Ck-Kok-Pig's Feet each 12 Chi No-Pig Brainsper set 24 Chi Tshp-Pig's Fry lb. 25 Chu Iu-Pig's Kidneypair 8 音牌器 Chi P'si Kwat-Pork Chop ... lb. 18

Chu Sam-Pig's Heart

野雅 Chu Kon—Pig's Liver 30 Fat Chu Tsai-Sucking Pigs (to 除牛生 Shang Ngau Yau—Reef Suet Make Shang Yong Yau-Mutton Suet 44 Ngau Tsai-Veal A Ngau LipCh'ong-BeefSaw a re .. 26 B内分中 Ngau Lip Ch'ong - Veal

POULTBY. 仔牌 Kai Tai—Chicken Sin Kai-Capons 越来 Pan Kau-Doves......each ■ 水蛭書 Sang Sheng Shöfi Ap-Wild Duck pair

4 Ap—Ducks 1b. 22 强跳 Kai Tan—Hen's Eggsdor. 24 🎎 b i-Fowl, Cantonb 35 監護路 bo Nim Kai—Fowls, Hainan ... 80 Ng:a-Geese...... 越野藩上 Shong Hoi Ya Ngoz—Gueese, Snaughai.....pair

Pak Kop-Pigeons | Canton each 28 存皇 To Tsai—Hare Shin Kai-Phessant..... La Cha Ku-Partridgeeach -金花禾 Wo Fi Tsök—Bice Birde ... doz. — Sa Te'ci — Snipeeach 25 A Fo Kai Kung—Turkeys, Cock lb. 60 Tak Fo Kai Mo-Turkeys, Hen ... ,, 50 11 Kai Yu-Barbel , 11

A Tam Shou Yu-Canton Fresh Mau Yu-Cat Fish , 18 Hai-Crabs Mak Yti-Cuttle Fish......, , 15

Hoi Sin-Eels, Conger ,, 17 A Tam Shul Sin-Eels, Fresh Water Pak Kap Yu-Gudgeon...... 12 DE Tso Pak Yu-Herrings ,, 18

Shi Yu-Mackerol , 16 Chai Yt-Mullot , 24 Meng Yu-Mong Fish 23 At Shang H6—Oysters ,, A & Kai Kung Yu-Parrot Fish 16 Tan Lo-Perch....., Hau Taz Yu-Pike

#A Pak Ch'ong—Pomfret, White.

Hak Ch'ong— , Black... Pak Chong-Pomfret, White. ,, 26 **检查** Pi Pa Sa — Bay A的石 Sit Kau Kun, -Rock Fish ... ,, 16 角架 Chun Yu—Roach..... \$ Sa Yt-Shark A Ma Yau Yu —Salmon, Canton ... 32 A Shang Yu-Salmon, Fresh Water .. -## Hi-Shrimps 28 At Lap Yu-Snapper Tat Sa Yü—Soles

血 四左 Tso Hau Yu—Turbot...... Mi Kök Yü—Turtles, amali, fresh-Pak Sit Yu-White Pait , -点子山全 Kam Shan Ping Ko—Apples.

孟子孝天 Tin T'sun Pin Ko—Apples, C'foo "10 Hoi Tong—Apples, small, C'foo ,, Macoa 基于本日 Yat Pan Ping Ko-Apples, Japanese..... A Shang Sheng Houng Tsiu-

Bananas, fragrant, Canton ... 重量性 Shang Heung Tsiu—Bananas brides, Macao..... Young To-Carambola...... Fix Ye Ter - Cocoanuts each 3 子禮 P'6 Tai Tsz—Grapes... Ist ql. lb. 20 Ning Mong—Lemons, Chinese , 7 Mail & Kam Shang Lingmon-Lemon, American.....

乾辣 Lai Chi Kon - Lichees, Small Ning Mong—Lemons,—Saigon , 5 世界是 Lui Sung Mong—Mango, Manila 18 世界安 On Nam Mong—Mango, Saigon — 于竹山 Shan Chuk Taz—Mangosteens,doz. per 100let .lb 逐門章 Yong Sai Kwa---Water Melon, 展香 Heung Kwi - Musk Melon American..... each

ta Lai Chi-Lichees, Fresh...lst ql.,

Passion Fruit, American ... each -Papaw let...... Ch'ang-Oranges, Sweet Sweet ,, 5 Swatow 曜門建 O Mun Chang—Oranges, Macao ,, — 的 Kat-

" Small " — Ma Tim Kat— " Mandarin " — 生花 Fa Shang—Peanuts 10 L Shanghai Li-Pears American , 18 8 Li-Pears Shanghai Hung Li-Plume Swatowlb. ---Sin Tsi-Pears, Cooking Canton Tar ung Tar-Persiminons large. Pun Ti Po Lo-Pino-apple..... , 10

羅提 Pineapple Cooking only... 2nd 是大 Tai Taiu—Plantains Luk Yan -Pamelo, Amoy ... sach -Chim Lo Luk Yau - Pum lo, Siam .. 11 San Hop To-Wainuts, Fresh lb. 12 Hop To-Walauts Green

Shanghai Lo Kwat VMORTABLES, &c. Artichokse, Shanghai 10

Loong Soo Ts'ol—Asparagus... dos.—
Chuk Shun—Bamboo Shoots ... lb.— SP Nga Tabi-Beans, Sprout At Tan Kok- , Long..... Min Tan- " Broad Pin Tau— French, S'hai ,

Kau San -Cane.....ib. 本有 Ta'ing Ke—Brinjals Green. 基方 Yuen Ke— Red. 本日 Pak Te'oi—Brassica 本方 Kai Te'oi—Cabbage Chinese 本并上 S'hai Kai Ts'oi —, Shanghui Kam Shan-Carrots 6

在型形 Ye Ts'oi Fa—Cauliflower..... e40b— 在文章大 Tai Ye Ts'ol Fa— ... Large Size .. — 在文章中 Chung Ye Ts'oi Fa—Caulidower. — 西译 Can Ta'oi—Celery, China ib. 本序并 Young Can Te'oi-Colory, Eng. Kon Lat Chiu-Chilies, Dried " 5 Ta'ing Lat Tsiu-Chilles, Groon , 5 Hang Fa Tsiq-Chilles, Sol ...

□ Taing Kwa—Cucumbers 7 CHEEN KE LA Ts'ol Lin-CarrySta ! LA Keung-Ginger, old F Tas Keung-Ginger, young ... " Taing Tau Green Peas 10 市福 Kan Lik-Horse Radish, Shui ... 25 光重 Suk-Mai -- Sweet Corn.......piece 5

英主角 Young Shang Ta'oi-Lettace... lb. L Mush Melon.... 董章生 Shang Tao Ku-Mushrooma. fresh..... 通量件 Young Ta'ang Tau-Onions. Bombay ...

基生 Shang Ts'ung -Onions, Green ... 4 Manthe Shanghai To'ung Tau-Unions. Shanghai Mě ka-Okrose

世光章 Young Yuen Si-Parsley, Eng F書通信 Foochow Shu Tsai-Potation Foodhow 上评事 Shanghai Shu Tsai-Potato

ff春本品 Yat Pun Shu Tsal -- Potetoes. Japanese,..... 任事門准 O Mun Shu Tsai - Potatoes, Macao 仔書館花 Fa Ke Shu Tsai-Potato : American Fan Shu-Potatoes, Sweet...

隆冬 Tung Kwa—Pumpkin..... 在评估 Chu Tsai Ts'oi-Pureline ... GARR Hung Lo Pak Tsai-Radish ... 如 基化 Kon Ts'ung Tau—Shalota..... Yin Ta'oi -Spiuach TEF Fa Tau -Taros ## Fan Ke-Tomatoes..... Lo Pak-Spinach Chinese Tau kok.....

Turnips, Eng. "-Teit Kwa-Vegetable Marrow, Ma Tai -Water Chestnuts, ... -Common 增風林桂 Kwei Lam Ma Tai - Water .. -MR Chestnuts, Mandaurin 本种 Bai Yuong Ta'oi—Water Crosses , 10

Tal Shu - Yams , 4 Sage, per bundle ---The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. HOWEN-ROWLANDS, Secretary, Sanitary Board.

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HOW I PROPOSED.

DY G. FRANKS.

I had the ring in my pocket. I had had it sent up from the shop on approval. I drew it out and showed it to Mary as she poured me out a cup of ten.

"How's that?" I asked. "Not out," said Mary promptly. "Do you take milk and sugar? I don't think it is quite sporting of you to appeal so often."

"A good bowler always appeals," I said sternly, "if he thinks there is any chance——" "But there isn't any chance," interrupted Mary; "I'vo told you so before,"

"Boundary for four," I said; "only take care or you'll do it once too often and get run ont." "I can't get run out for a boundary," protested Marv.

"A tactful field can sometimes save a boundary," I roplied; "and if you play high I may catch you, and then where would you be?" "Out," said Mary. We paused for a tea interval; then, Mary

having taken up her position. I began again. "I was at a dance last night. " so was I," said Mary.

"And I danced four times with Kate bowler. Maradon."

"I saw you," said Mary. "She's an awfully nice girl," "I know you'd like her," said Mary.

"She dances beautifully." "Yes-I tanght her." "Pretty girl," "Awfully."

"Well dressed, too." "I am so glad you thought so; I helped her choose her frock. That's a maiden over; hadn't you better change your bowler?"

"I was going to," I said enappishly. Then I considered. "Have you been to a theatro lately?" I asked. "Yes; I was there last night." "Thank you; that's one wicket down. You

said you were at the dame. 'Kate Marsdon told me all about it," said Mary, and scored another boundary. I am glad you were interested enough to

listen," I said; und Mary wavered. "Some people will talk whether you listen or

"I don't like people who play off their pads," I grumbled. "Who did you go to the theatre "Mother, Susy, and some others."

"L.b.w., "I said. "This is quite a good over. Two wickets down. Not at all, "said Mary. "It was a woman's over. party; there weren't any man. I almost think that was a catch. "I

Mary protested. "You were cutside the ever. Was anyone there of interest? That's Des Moines Falls, between Montrose and Keua nice easy one. "It's a lob ball," said Mary; "it might mean

runs away from the ball." do you want an innings now?"

wicket; fire ahead. Marsdon?" asked Mary, putting in some fast ernment institution built but a few years ago likely to pay in 1913-14-15, on their present l**eft-**handers.

"To make you jealous," I said, and just missed stepping back on my wickets. " Did you have supper with her ?"

'Did you miss mo?" "Yes-I mean no of course not." "You didn't know much about that one,

said Mary. "It was tricky," I agreed. "A googlie," said Mary. "Did you tell-Kate you wished I was there?"

"Did she talk about me?" "I forget!

"Who's playing off their pads now? Did you enjoy the dance?" "Very much," said I, and scored one. "Over," said Mary, and I breathed again. "Are you going to the Guild Ball!" she said, beginning again.

"Is Kate going too?"

" Are you dancing much with her?" "Look here," I said, "you can't have swift left-handers on at both wickets - it isn't fair. Go back to the beginning of that over." "Very well," said Mary, and put on her lob

"Are you going to the Guild Ball?"

"May I come, too p' "If you like." "Mother's away; I haven't got a chaperon." "Surely you don't need one." I hit out

"What do you mean?" "Can't I look after you?" "No," said Mary; "you'll have Kate," and bowled my middle stump "I'm tired of this," I said. "You stand up

to the wicket and I'll send you down a few straight ones. Why can't I look after you?" "I can't go to a dance without a proper "I don't mean that-I mean always."

"No ball," said Mary. "Rubbish." I retorted; "it was quite fair, Why can't I? "Well, why?"

" Because I've said No." "Then change your mind." "I can't." " Why not?"

" Bucause ____" "Please do." I said, changing my tactics suddenly. Mary paused, wavered, and was lost "Very well," she said : "I will." "Stumped!" said I. "The last ball of th

THE LARGEST DAM.

A project which contemplates the construction of the largest power dam in the world is "Oh, vory well," I said: "last ball of the now under way on the Mississippi River at the for from 100,000 to 150,000 horse-power, and

at a cost of \$5,000,000.

THE PRICE OF RUBBER SHARES. A correspondent of the Pall Mall Gazette

Sir,-The enormous importance of the rubber-growing industry has come upon us with such a rush that we have hardly been able calmly to reduce its possibilities to a true level. In view of the recent somewhat disturbed state of the rubber share market, it can only be in the interests of the public to review the position.
Whilst there is not the slightest doubt that rubber growing will soon be one of the most

important industries employing British capi-tal, there is equally little doubt but that shares in many rubber-growing companies have appreciated entirely beyond their intrinsic value. Rubber growing is very similar to building ships. If a ship pays well you can build more like it and so over-flood the market, only you receive your ship about twelve months after signing the contract, while it takes three five years before a rubber plantation becomes productive. While, however, millions upon millions of acres of land can be obtained in Malacca, Ceylon, Java, Borneo, and Sumutra at a few pounds or shillings per acre, or bired for a few peace annually, there is no doubt but that rubber plantations will continue to be started until rubber planting is brought down to the ordinary competition level of trading. The plantations so far started will ably be able in five years' time produce as much rubber as is sumed, and allowing that in contequence of cheaper prices and an increasing consumption the amount required should during that time increase by 20 per cent, the competition between Brazilian rubber and plantation rubber will at the end of five years have developed so far as to

reduce the price to 2s. per lb. or less. Well-managed plantations have already brought their costs to under 1s. per lb., and a further reduction of one or two pence is not beyond the bounds of possibility. If, there-fore, owing to the further influx of capital a large number of additional plantations should be started during the next few years the Brazilian rubber trade will be practically wiped out, as it cannot possibly compete against plantation-grown rubber, unless, indeed, on account of its quality, it should still command a limited market. In that case, however, the competition in plantation-grown rubber will be so keen as to reduce the price something near actual cost.

During the last three months plantation rubber has fallen, roughly speaking, from 11s. to 8s., the last average prices being very considerably less This may be partly due to the use by manufacturers of larger quantities of adulter-ants, but an evil practice of this sort once started is not easily eliminated, and the general public are almost powerless to protect themselves against

No doubt this adulteration has played an important factor in reducing the demand and price, and is likely to continue to do so. Now, kuk, Ia. There appears to be a market here the capitalisation of the higher priced rubber shares is based on the presumption that profits the company will endeavour to supply the de. of 6s., 4s., and 2s. per lb. will be made in the "Well, make a try for it. Only a coward mand. The dam will be 1,400 feet long, large. | years 1910, 1911, and 1912. Even during those ly of concrete, 43 feet wide at the base and 37 periods the profits anticipated by them "No one, said Mary, and blocked successfully, feet from the bise line to the crest. By this a appear only sufficient to pay dividends "Go on," said Mary after a long pause; "or lake will be created 35 miles in length and rang. of 10 per cent. for the present year, ing from three miles in width to three-quarters going down to 8, 6, or 4 per cent. in the "You're going to declare?" I said. "Proud of a mile. There are several settlements now two succeeding years. While it may be pos-girl. I may win yet. All right, I'm at the occupying the site of this lake, and it will, of sible, although not probable, that these ancourse, be necessary to abandon these as well as ticipations will be realised, what is to become of "Why did you dance four dances with Kate | the Des Moines Rapids Canal, which is a Gov. | these companies; and what dividends are they

Although the profits on the nominal value of the shares, even in the worst of times, may appear brilliant, they will be microscopically small on the inflated quotations of the present day. Owners of the high-priced shares seem to keep up the price in the anticipation that they can palm them off on a trusting public after they have received one or two more brilliant dividends; but I say they would be much wiser in selling them at once and buying rubber lands in Ceylon, the Federated Malay States, Sumatra, or Borneo. planting their own rubber, by doing which they will in five years' time be able to compete freely against the best plantation companies on their own level-that is, they could pay as high dividends on their nominal capital as Linggis, Bukit Rajahs, and others will be able to pay on their nominal capital, unless, indeed, these companies should use a large share of their present profits for increasing their planted area. Instead, however, of following such a wise course, they seem to vie with one another in paying phenomenal dividonds and maintaining the unhealthy excitement which has come over the investing public of late.

LATEST STEAMER MOVEMENTS.

The M.M. str. Yarra, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, left Singapore on the 5th inst., at 5 a.m., and is expected to arrive here on the 12th instant at daylight.

The cargo of Silk shipped on board the M.M. str. Ernest Simons, which left this port on the 2nd ultimo, was delivered in Lyons on the 3rd

Cutler. Palmer & Go.'s

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27



3HIPPERS Gutler, Palmer & Go., London AGENTS

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VESSELS ADVERTISED AS LOADING.

To ascertain the aucharage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hangkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting he section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

			•			
DESTINATION.	VESSEL'S NAMES.	rive & bic	BERTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
		· .				
		_				
LONDON & ANTWERP VIA SINGAPORE, &c LONDON, VC., VIA USUAL PORTS OF CALL	NUBIA	Brit. str		F. J. Fox	P. & O. S. N. Co	About 9th inst.
HAVRE, HAMBUNG & ANTWERP, &c	BAMBIA	Ger. str	k. w.	Reuss	P. & O. S. N. Co HAMBURG-AMBRIKA LINIE	On 17th inst., at Noon. To-day.
HAVRE, BREMEN & HAMBURG, &c	YEDDO	Dan str.	k. w.	Faas	HAMBURG-AMERIKA LINIE MELCHERS & Co	On 9th inst On 10th inst.
HAVRE, HAMBURG & ANTWERP, &c. HAVRE, ROTTERDAM, HAMBURG & ANTWERP	LIBERIA	Ger etr	k.w.	Knaisel	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE, & HAMBURG WIA STRAITS, &c	ALESIA	Ger. str.	k. w. k. w.	Wagner Habel	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 2nd Oct. On 11th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. MARSEILLES, &c., VIA PORTS OF CALL	VILLE DE LA CIOTAT	Fren str	<u>:</u>	C. H. Butler	NIPPON YUSEN KAISHA MESSAGERIES MARITIMES	To-day, at 4 P.M.
Marseitles. London & Antwerp via Singapore,&c.	MIYAZAKI MARU	Jap. str	-	T. Murai	NIPPON YUSEN KAISHA	On 13th inst, at 1 P.M. On 14th inst., at D'light
Marseii Les. London & Antwerp via Singapore. &c	CARNARVONSHIRE KITANO MARU	Jap. str.		F. E. Cope	Jardine. Matheson & Co., Ld Nippon Yusen Kaisha	About 17th inst. On 28th inst, at D'light
MARSEILLES, HAVRE, & HAMBURG, &c	AMBRIA	Ger. str	k w.	Deinst	HAMBURG-AMERIKA LINIE SANDER, WIELER & Co.	On 4th Oct
NAPLES, GENOA. ALGIERS, GIBRALTAR, &C.	GOEBEN	Ger. str		G. Bolte	Melchers & Co.	On 29th inst. To-day, at Noon.
BOSTON & NEW YORK VICTORIA, B.C., VANCOUVER, TACOMA, &c	SUVERIC	Brit. str		F. S. Cowley	DODWELL & Co., LD. DODWELL & Co., LTD.	About 10th inst. On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c VANCOUVER VIA SHANGHAI, JAPAN, &c.	Empress of India Monteagle	Brit. str Brit. str			CANADIAN PACIFIC R. Co	On 17th inst., at 6 P.M.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	AWA MARU	Jap. str.		S. Ishikawa	CANADIAN PACIFIC R. Co NIPPON YUSEN KAISHA	On 8th Nov., at Noon On 13th inst., at 4 P.M.
VICTORIA, C.B. & TACC MA VIA KEELUNG & JAPAN VICTORIA, BC, & SEATTLE VIA SHANGHAI, &c	INABA MARU	Jap. str	· · · · · · · · · · · · · · · · · · ·	H. Yamamoto	OSAKA SHOSEN KAISHA	On 11th Oct., at Noon.
CALLAO IQUIQUE. &c., via Japan Ports, &c	BUYO MARU PRINZ SIGISMUND	Jap. str Ger. str	-		Toyo Kisen Kaisha	On 22nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU ,	Jap. str		T. Sekine	NIPPON YUSEN KAISHA	On 10th inst., at D'light On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU HIBANO MARU	Jap. str Jap. str	• • • · · · · · · · · · · · · · · · · ·	M. Yagi H. Fraser	NILPON YUSEN KAISHA	On 28th Oct., at Noon. On 15th inst., at 5 P.M.
YOKOHAMA AND KOBE	COBLENZ	Ger. str		H. Raegener	Melchers & Co	About 20th inst.
JAPAN	TJIMAHI	Jap. str Dut. str	_	,	Nippon Yusen Kaisha Java-China-Japan Lijn	On 28th inst., at Noon Quick despatch.
TSINGTAU, CHEFOO & NEWCHWANG		Brit. str Brit. str.	1 m.	_	BUTTERFIELD & SWIRE	l'o-morrow, at 4 P.M. On 10th inst., at 4 P.M.
TIENTSIN	CHEONGSHING	Brit. str		V. McClyonmt-Liddell	JARDINE, MATHESON & Co., LD	On 15th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	ALESIA	Ger. str	k. w.	**** *** **** **** **** ***** ***** ****		About 7th inst. To-morrow.
SHANGHAI. MOJI. KOBE & YOKOHAMA	CHIPHUA	Brit. str Brit. str	1 m,	• • • • • • • • • • • • • • • • • • • •	BUTTERFIELD & SWIRE P. & O. S. N. Co	To-morrow, at 4 P.M. About 7th inst.
SHANGHAI, KUBE & MOJI	NAMBANG HANGBANG	Brit, str	***	M. B. Lake	JARDINE, MATHESON & Co., LD	On 9th inst, at Noon.
SHANGHAI, YOKOHAMA & KOBE	TRANQUERAL	Dan str	- 	A. E. Sandbach	MELCHERS & Co	On 10th inst., at Noon. On 10th inst.
SHANGHAI KOBE & YOKOHAMA	YARRA	Brit. str	1 m.	Ristorcelli	BUITERFIELD & SWIRE MESSAGERIES MARITIMES	On 11th inst, at D'light On 12th inst., P.M.
SHANGHAL MOJI & KOBE SHANGHAL VIA SWATOW, AMOY & FOOCHOW	CEYLON MARU	Jan. str.		Fred. Pvne	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI	Текн і	Brit. str	_	G. W. Gordon, R.N.R.		About 15th inst.
SHANGHAI	TJILIWONG	Dat str.	k, w.		HAMBUEG-AMERIKA LININ JAVA-CHINA-JAPAN LIJN	On 27th inst. Quick despatch.
ANPING VIA SWATOW & AMOY TAMSUI VIA SWATOW & AMOY	Soshu Maru	Jap. str	_	Y. Yamamoto	Osaka Shosen Kaisha	On 14th inst., at Noon
SWATOW, AMOY & SHANGHAI	Pakhoi	Brit str	1 m.	··· ·	BUTTELFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h. 2 h		Douglas Lapraik & Co Douglas Lapraik & Co	On 9th inst., at 10 A.M. On 13th inst., at 10 A.M.
MANILA MANILA	YUENSANG	Brit. str	_	P. H. Rolfe	JARDINE, MATHESON & Co., Ld SHEWAN, TOMES & Co	On 9th inst, at 4 P.M.
MANILA	LOONGBANG	Brit. str		S. J. Payne	JARDINE, MATHESON & Co., LD	On 16th inst., at 4 P.M.
MANILA ILOILO & CEBU VIA AMOY	SUNGKIANG	Brit. str.	k. w.	H. A. Hards	SHEWAN TOMES & Co	On 17th inst., at Noon. To-day, at 4 r.m.
KUDAT & SANDAKAN BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Ger. str Jan. str.		F. Sembill	MELCHERS & Co	End of Sept.
BOMBAY VIA SINGAPORE & PENANG	CAPEI	Ital. str.		Moresco}	CARLOWITZ & Co	On 12th inst., at Noon.
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HONGRONG AND ITS DEPENDENCIES MACAO FRENCH INDO-CHINA : Hanoi Annam Toursne Haiphong Saigon. Toukin Provinces: Quinhon Cambodge PHILIPPINES

Manila Coba Iloilo BORNHO British N. Borneo Labran Sarawak BANGKOK STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley MALAY STATES Johore Sungei Ujong Selangor Perak Pahang NETHERLANDS INDIA Bataria Samarang Padang Bourabaia Buitenzorg Macassar East Coast of Sumatra NAVIL SQUADRONS

German Austrian . French United States Japanese Siamese Italian OFFICERS OF COAST AND RIVER STEAMERS. The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference. A feature in the 1909 Edition are the CLASSIFIED LISTS of TRADES and

PROFESSIONS at the larger Commercial Centres. ALPHABETICAL LIST of RESIDENTS contains the names of over

20,000 FOREIGNERS. carefully arranged, with the Initials as well as the Surnames in strictly Alphabotical Order. so that any name can be found instantly. The PROTESTANT MISSIONARIES. IN CHINA, JAPAN AND COREA are arranged in a special separate list. THE MAPS AND PLANS have been engraved by one of the most eminent

Firms in Great Britain and are corrected and brought up to date. They consist this year of the following:---

COLOURED PLATE OF FLAGS OF FOREIGN HONGS MAP OF THE FAR EAST PLAN OF YOKOHAMA PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIS

PLAN OF TSINGTAU (KIAOCHAU) Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VIOTOBIA PLAN OF KOWLOON PLAN OF MANILA PLAN OF SINGAPORE

PLAN OF BATAVIA The CHRONICLE covers the notable events concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Daties, Postal Guide, Signal Codes, Chinesa Festivals, Tables of Money, Weights and

Measures, and other Commercial Information

i coluding :-

TREATING WITH CHINA Great Britain -- Nanking, 1842; Tientein, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Saisures, 1869; Chefood 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891 Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France:-Tientsin, 1858; Convention, 1880; Tientsin, 1885; Conventions, 1896, 1887, and 1895 ; Frontier Trade Regulations. United States:-Tientsin, 1858; Additions,

1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany:-Tieutsin, 1861; Peking, 1880; Kisochau Convention, 1898; Railway and

Mining Concession, 1898. Japan: Shimonoseki, 1895; Lisotung Convention, 1895; Commercial, 1898; New Port 1896. Supplementary Commercial, 1905 Russian:-S. Petersburg, 1831; Russian Land Trade, 1881. Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901, TREATIES WITH JAPAN Great Britain, 1894; Duties Convention Russia, Agreements as to Cores; United States, Extradition Treaty, 1336; Great Britain (Alliance) 1905; Russia (Pesca

Treaty) 1905. TREATIES WITH CORNA Japan, 1876; Japan Supplementary, 1876; Japan, 1964 and 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM. Great Britain, 1858, 1899 and 1909, France, 1897 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

CUSTOMS TARRES TRADE RESULATIONS China, Japan, Siam, Corea. LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Cores, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hong. kong, Malay States Federation Agreement Table of Hongkong Court Peet: Admiralty Rules, Foreign Jurisdiction Act; Bogulations for the Consular Courts of United States; United States Consular and Court-Fees; Rules of Court of Consals of Shanghai Chinese Passenger Act; Hongkon; Licences Trade Marks, and Letters Potent Fees; Port Regulations for China; Harbour Regulations for Japan. The CHRONICLE and DIRECTORY, al.

though condensed in every possible manner, contains every year more pages. It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much |enlarged and improved in every way, the price in silver

is now below the equivalent of 21 5s, at which it was originally published. It is published at the Office of the Hongkons Daily Press, and can be had from, and Advertisements sent through the principal Booksellers in Asia and through :--

LONDON "Hongkong Daily Press" Office 131, Floot Street, E.C. LONDON Mr. F. Aigar, 11, Clement's L.t. LONDON Mosses. G. Street & Co., Lo. 30, Cornhill, E.O.

SHIPPING.

ARRIVALS. Amico, German str., 522, W. Langschwager 5th Sopt.-Haiphong and Hoihow 4th Sept., Rico-Jebsen & Co.

ANAMBA, British str., 1,159, C. Sangstor, 5th Sept. - Amoy 4th Sept., Case Oil - Asiatic Petroleum Co., Lld.

CARL DIEDERICHSEN, German str., 774, Chr. Jurgensen, 6th Sept.-Pakhoi 2nd and Holhow 5th Sopt., General—Jobson & Co. CHILDAR, Norwegian str., 1,102, H. Nielson, 5th Sept.-Bangkok 28th August and Swatow 4th September, Rice-Angaard, Thoresen & Co.

COLOMBO MARU, Japanese str., 2,919, E. Camber, 6th Sept.-Moji and Singapore 30th Ang., General-Nippon Yusen Kaisha. CROOK, American transport, 4,124, C. S. Wil-

· liams, 5th September—Manila 3rd Sept. DERFYLINGER, German str., 5,001, G. Meiners, 6th Sept .- Singapore 2nd Sept., Mails and General-Meichers & Co.

FEICHING, Chinese str., 6th Bept.-Canton. GLENSTHAE, British str., 3,051, F. J. Jones, 6th September-London and Singapore 20th Aug., General-Shewan, Tomes & Co. GOEBEN, German str., 8,192, G. Bolte, 6th September-Shanghai 3rd Sept., General

Melchers & Co. HUICHOW, British str., 1,217, E. Forsyth, 6th Sept.-Tientsin 30th August, General -

Butterfield & Swire. KAIFUKU MARU, Japaneso str., 1,903, Suda, 6th Sept .- Moji 31st August, Coal-Mitsu Bishi Goshi Kwaisha. KANAGAWA MARU, Japanese sir., 3,694, C. H

Butler, 6th Sept .- Shanghai 3rd Sept., General-Nippon Yusen Kaisha. KIANG PING, Chinese str., 1,222, H. Udden, 5th September-Chinking 30th August, General—Tung Lee & Co.

MANDASAN MARU, Japanese str., 3,246, Yamamoto, 6th Sept .- Milke 31st August, Coal -Mitsul Bussan Kaisha. NAMSANG, British str., 2,591, P. M. B. Lake, 6th Sept.-Calcutta and Singapore 31st August, General-Jardine, Matheson &

YANGISZE, British str., 4,149, Jos. Pulford, 6th Sept .- Shanghai 3rd Sept., General-Butterfield & Swire.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 6th September.

Alesia, German str., for Shanghai. Bloemfontein, British str., for Shanghai. Feiching, Chinese str., for Shanghai. Goeben, German str., for Europe, &c. Halvard, Norwegian str., for Hoihow. King Ping, Chinese str., for Canton. Tacoma Maru, Japanese str., for Keeling. Tjibodas, Datch str., for Batavia. Yangteze, British str., for Singapore. Yatshing, British str , for Snigon.

DEPARTURES. 6th September. BENGLOE, British str., for Nagasaki. HAISTUN, British str., for Swatow. LOOSOK, German str., for Swatow. TAMING, British str., for Manila. Wunu, British str., for Cafton.

SHIPPING REPORTS. The British str. Rubi reports: Moderate to fresh S.W. wind and rough sea. The British str. Anamba reports: Light

variable winds and fine weather throughout. The British str. Huichow reports: Fine weather; passed some wreckage dereliet fishing boats off Chapel Island on the 5th September. The British str. Namsang reports Bay of Bengal, moderate S. W. monsoon, fine and clear weather; Singapore to Hongkong, moderate S.W. monsoon with rainy weather and moderate sea up till the last 24 hours, then light North Westerly breeze and smooth sea, fine and clear.

VESSELS IN DOCK.

September 6th. TAIKOO DOCK .- Union, Drumeltan, Demeter; Nanchang, Tjilatjap.

VESSELS EXPECTED.

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of India arrived at Shanghai at 1 a.m. on the 5th inst. and left again at 8 p.m. same day for Hongkong, where she is due to arrive at 10 s.m. to-morrow. THE INDIAN MAIL.

The Indo-China str. Laisang left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst. THE AMERICAN MAIL.

The P.M. str. Mongolia left Ychehama on the 30th ult, for Hongkong via Kobe, Nagaki and Manila, and is due to arrive at Hongkong on the 11th inst. The T.K.K. str. Tenyo Maru left Yoko-

hama on the 5th instant, and is due to arrive at this port on the 13th instant. THE AUSTRALIAN MAIL. The E. & A. str. Eastern from Sydney, &c.,

left Port Darwin on the 29th ultimo for Timor. Manila and this port. The E. & A. str. Aldenham left Sydney on the 31st ultimo for Queensland Portz, Manila and this port.

MERCHANT STEAMERS. The P. & O. S. N. Co.'s str. Nove left Singapore for this port on the 2nd instant, at 3 a.m., and is due here to-day at about 6 a.m. The H.-A. Linie str. Sambia left Shanghai on the 3rd inst. a.m., and may be expected here

to day. The H.-A. Linie str. Spezia left Kobe via Foochow on the 1st inst. a.m., and may be ex-

pected here to-morrow. The Mogul Lin str. Pathan sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.

The I.G.M. str. Prinz Sigismund left Kobe on the 4th inst., at 5 s.m., and may be expected here on or about the 9th instant a.m. The O.S.K. str. Panama Maru left Tacoma for this port via Japan and Manila on the 6th

ultimo, and is expected to arrive here on or about the 13th instant. The N.Y.K. str. Ceylon Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th ult., and is excepted here on the 13th instant.

The O.S.K. str. Seattle Maru left Tacoms, Wash, for this port on the 20th ultimo, and is expected to arrive here on or about the 27th

STEAMERS PASSED THE CANAL. August 19th - Hirano Maru, Prometheus, Tranquebar, Yarra. 19th - Delayed through mutilation, Tonkin. 23rd-Indrasamha. Inveresk. 26th-Alcinous, C. Ford. Lacisz, Hudson, Nippon, Palawan, Sithonia, Amiral Exelmans, Indradeo. 30th-Benalder, Prins Eitel Friedrich, Bomali, Seyo Maru, Wyneric, September 2nd—Benledi, Brasilia, China, Kaga Maru, Keemun, Kleist, Machaon, Moyune, Oceanien, Peshawur, Tango Maru, Pacifique.

ARRIVALS AT HOME. September 2nd-Ernest Simons, Kaisow. Hongkong, 10th August, 1910. Pembrokeshire.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER BAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Quebec. From Hongkong. FRIDAY, 14th Oct. "EMPRESS OF INDIA" SAT., 17th Sept. | "ALLAN LINE" "EMPRESS OF IRELAND"FRI., 4th Nov. "EMPRESS OF JAPAN" SAT., 8th Oct, "ALLAN LINE" FRIDAY, 25th Nov. "EMPRESS OF CHINA" SAT., 29th Oct. TUESDAY, 8th Nov. "MONTEAGLE" From St. John, N.B.

"EMPRESS OF INDIA" SAT., 19th Nov. "EMPRESS OF BRITAIN" Far., 16th Dec. FRIDAY, 13th Jan. "EMPRESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE" Steamships leave HONGKONG at 6 P.M. "Empress"

" Monteagle ' THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy

through route to Europe. The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD .--SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to O. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Praya, opposite Blake Pier

ORIENTAL PENINSULAR STEAM NAVIGATION CO.

SEASON 1911. PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

LONDON MARSEILLES

TAKING PASSENGERS ALSO FOR Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

١	STEAMER8	Leave	Connecting Steamers	Due	Due Plymouts
	to COLOMBO	Hongkons	from Colombo to Marseilles & London	MARSEILLES (Brindisi 2days earlier)	(London
	Steamer Tons	1 p.m. Saturday	Steamer Tons	SATURDAY	FRIDAY
	DELHI 8000 ARCADIA 7000	February 4 February 18	MANTUA11000 MALWA11000	March 4 March 18	March 10 March 24
	ASSAYE 7500	March 4	MACEDONIA 10500 (Through Steamer)	April 1	April 7
	MARMORA . 10500	March 18	calling at BOMBAY)	April 15 April 29	April 21 May 5
	DEVANHA 8000 DELHI 8000 ASSAYE 7500 DELTA 8000	April 15 April 29	MOLDAVIA10000 MONGOLIA10000 MOREA11000 MOOLTAN10000	May 13 May 27 June 10	May 19 June 2 June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Becking.

FARES TO LONDON (Including Surtax): 1ST SALOON £71.10 SINGLE. £106.14 RETURN. £ 72.12 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TEANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS			Leave Hongkong		Due London	
* SUNDA * NUBIA * SYRIA * NORE * PALAWAN * BORNEO * SICILIA * SUMATRA * NILE	### ### ### ### ### ### ### ### ### ### ###	Tonnage 	about January February March March April April May May June	25 8 8 22 5 19 3 31 14	<u> </u>	11 25 24 8 22 5 19 17 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO,

FARES TO LONDON (Including Surtax): 1ST SALOON £55.0 SINGLE. £82.10 RETURN.

· Carry 1st and 2nd Salcon Passengers. For further Particulars, apply to-

E. A. HEWETT, SUPPRINTENDENT.

THE BANK LINE.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. VANCOUVER. SEATTLE & TACOMA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

 i	Steam	er.	Tons.	Captain.	To Sail on or About.
*	SUVERIC KUMERIC AYMERIC	***	6,232 6,232 4,362	F. S. Cowley J. Boyd	27th September. 20th October. 20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

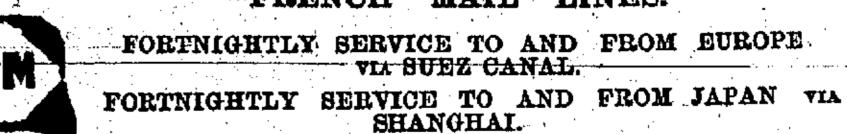
* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA For further information apply to

> DODWELL & CO., LIMITED, GENERAL AGENTS. Queen's Buildings.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.



SHANGHAI, KOBE & & YOKOHAMA MARSEILLES VIA PORTS

"YARRA SHANGHAI, KOBE &1 YOKOHAMA

"V. DE LA CIOTAT' Capt. Barillen "OCEANIEN "TOURANE" Sellier Capt. Laucelin

On 13th Sept., 7 P.M. On 25th Sept., P.M. ion 27th Sept., 1 P.M.

TO SAIL

P. THOMAS, AGENT,

Queen's Building.

On 12th Sept., P.M.

MARSEILLES, VIA PORTS Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters most Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 51st August, 1910.

LINES.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG SHANGHAI, NAGASAKI, KOBE) and YOKOHAMA NEWGUINEA, BRISBANE,

Wed'day, 7th 17,300 * "GOEBEN" Sept., at Noon. Capt. G. BOLTE About " DERFFLINGER," 17,000 7th Sept. Capt. G. MEINERS MANILA, ANGAUR, YAP, MALLOUN,) "PRINZ SIGISMUND" Saturday, 10th Capt. D. LENZ, 6,000 Sept., at Daylight SYDNEY and MELBOURNE About "COBLENZ," YOKOHAMA & KOBE 20th September. Capt. H. RAEGENER "BORNEO! End of September KUDAT and SANDAKAN ... Capt. F. SEMBILL

* Fitted with wireless Telegraphy New System of Telefunken. For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th August, 1910.

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA

PORT SAID, SUEZ AND STRAITS. THE P. & O. S. N. Co.'s Steamer

"PALMA."

Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the

Goods are landed. instructions are given to the contrary within 6 hours. Goods not cleared by the 8th inst., at 4 P.M., have left the Godowns, and all Goods remaining

will be subject to rent. -No Fire Insurance will be effected by me n any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT,

Superintendent. Hongkong, 5th September, 1910. SOCIETA ANONIMA NAZIONALE DI

SERVIZI MARITTIMI SEDE IN ROMA. NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE-

THE Steamship

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk expense. into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or

they will not be recognised. All Claims must be presented within ten days of the steamer's arrival here, after which date to rent. they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 12th inst. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M. No Fire Insurance has been effected.

CARLOWITZ & Co., Agents. Hongkong, 5th September, 1910.

THE BANK LINE, LIMITED. NOTICE TO CONSIGNEES

STEAMSHIP "SUVERIC." FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-A signess of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their. Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk

No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LTD., Agents.

Hongkong, 30th August, 1910.

and expense.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"ALESIA," Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk Consignees of Cargo by the above-named in the hazardous and/or extra-hazar ous Govessel are hereby informed that their Goods are downs of the Hongkong and Kowloon Wharf being landed and placed AT THEIR RISK in the and Godown Company, Limited, whonce delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless

notice to the contrary be given To-DAY. All Claims must be presented within ten days Optional Goods will be landed here unless of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

> undelivered after the 11th inst. will be subject All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M. No Fire Insurance will be effected by us in

any case whatever. This Steamer brings on Cargo: Ex s.s. "Göteborg" from Göteborg. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 5th September, 1910. AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Steamship

"BLOEMFONTEIN." Captain Patterson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees' risk and

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th instant, at 2.30 P.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 5th September, 1910. [1028]

PASSENGERS.

Per Huichow, from Tientsin, Mrs Fulton. Per Childar, from Bangkok, &c., Mr Bryan and Mr Stoltz Per Namsang, from Calcutta, &c., Miss Elsie Turney, Mr Douglas Johnstone and Mr C. V. S. Skrimpshire.

Per Rubi, from Manile, Miss Kennett, Mr. H. M. Rimmer, Mr E. Guttentag, Mr F Fremantle, Mrs and Miss Aniroga, Mr S. E. Mayhew, Misses E. and L. Silvia, Miss F. Silvia, Mr L. Imbert, Mr and Mrs L. Anderson, Mr C. R. Simpkins, Mrs W. Cutting, Miss M. Odermatt, Mr E. Pana, Mr A. Montigos, Mrs Gus Johnson and child, Master Gregorio Go Tonce, Miss N. O'Brien and Miss O. Treves.

Per Goeben, for Hongkong, from Yokohama, Mr H. Dicke, Mr G. Naroman, Mr and Mrs Hipwell, Mr and Mrs McCandlis, Mr and Mrs Derostoe, Dr. Haecker and Mr S. B. Barras: from Kobe, Mr W. Ross, Mr T. B. Patterson and Mr H. Raymond; from Shanghai, Mrs. Heckling, Dr. W. Tstermeyer, Mr Marzolani, Mr G. O. Limby, Mr W. B. Robinson, Mr and Miss da Silva, Mr John Moreas, Miss Schwitz, Mr H. Bejonji, Mr W. W. Clayson, Mr J, J. Vasania, Mr Vogt, Mr O. Meywald, Mr Remedies, Mr and Mrs Ricketts, Mr Humphrey and party, Miss Hollis and Mr W. H. Whitney.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

FIHE Steamship

"LIGHTNING," Captain E. P. Smith, will be despatched for the above Ports on FRIDAY, the 9th inst. at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD. Hongkong, 7th September, 1910.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR

COAST).

PROPOSED SAILINGS FROM HONGKONG. FOR BOSTON AND NEW YORK. S.S. SAINT PATRICK" About 10th Sept. For Freight and further information, apply DODWELL & Co., LTD.,

Agonta. Hongkong, 5th September, 1910. SOCIETA ANONIMA NAZIONALE DI-SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER. BANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA

VALENZA, ALICANTE, ALMERIA and MALAGA.) THE Steamship "CAPRI,"

Captain Moresco, will be despatched as above on MONDAY, the 12th Sept., at Noon. . For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, 31st August, 1910.

THE PENINBULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS. HE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majestys Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 15th October, 1910. Parcels will be received at this Office until P.M. the day before sailing. The contents

and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 5th September, 1910.

SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

ANTWERP. THE Steamship

"CARNARVONSHIRE," Captain Gregory, will be despatched as above on or about the 17th September. For Freight or Passage, apply to JARDINE, MATHESON & Co, LTD.,



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANC, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS

to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE, and Adriatic Ports). THE Company's Steamship <u>"Vorwaerts."</u> Captain Bednarz, will be despatched as above on

THURSDAY, the 29th Sept. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor, For information as to Passage and Freight epply to SANDER, WIELER & Co., Agents, .

Princes' Buildings. Hongkong, 31st August, 1910.

FOR EUROPE AND AMERICA. India, Australia, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record of the NEWS OF THE FAR EAST. is given in the ONGKONG TATEERLY

PEESS,

with which is incorporated. THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

ORIENTAL STEAM NAVIGATION COMPANY.

FOR	6TEAMERS	TO SAIL	REMARKS	./
BHANGHAI, MOJI, KOBE }	NORE	About 7th Sept. }	Freight and Passage.	
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. J. F. Fox	.) About 9th Sept.	Freight and Passage.	
SHANGHAI	ELHI	About 15th } Sept. }	Freight and Passage.	
LONDON VIA USUAL PORTS	DELTA	Noon, 17th }	Ses Special Idvertisement.	
For further Particulars	s, apply to	E. A. HEW		V

NAVIGATION CO., LD.

Hongkeng, 7th September, 1910.

	DILLEGATION NODOL	DOI TO WHITEWAY	r r - 114 *
	FOR	STEAMERS	TO SAIL.
	ILOILO & CEBU VIA AMOY	"STINGKTANG"	On 7th Sout Amer
	BWATUW. AMUY & SHANGHAI	"PAKHOI"	On Sth Sant 4 max
	TSINGTAU, CHEFOO & NEWCHWANG	"NANCHANG"	On Sth Sent APN
	SHANGHAI	"CHINHUA"	On 8th Sept 4 P.
	CHEFOO & TIENTSIN	"HUICHOW"	On 10th Sept. 4 P.W.
-	SHANGHAI	"ANHIIT"	On 11th Sont Disable
	DIRECT SAILINGS TO	WEST BIVER Twice	Washin Sept., Dilgit
	O C U T TNITL AT	D 3 CI CI 44 CO A NITTE D	W conty.

B.S., "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. BEDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY

These Steumers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

BUTTERFIELD & SWIRE. For Freight or Passage apply to-Mengkong, 7th September, 1910

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR" On 10th Sept.
HAVRE and COPENPAGEN	" YEDDO " On 10th Sept.

For Further Particulars apply to Hongkong, 5th September, 1910.

MELCHERS & CO., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

III IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

AND FOOCHOW SWATOW.

AND RETURN.

Occupying 9 to 10 Days).

LEAVING. CAPTAIN STEAMBHIPS 9th Sept., at 10 A.M. " HAITAN Capt. J. W. Evans FRIDAY, TUESDAY, 13th Sept., at 10 A.M. Capt. A. E. Hedgins "HAIYANG"

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed. For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co..

Hongkong, 3rd September, 1910.

GENERAL MANAGERS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) +SHANGHAI, KOBE & MOJI..... "NAMSANG" ... Friday, 9th Sept., Noon.

"MANILA "YUENSANG" Friday, 9th Sept., 4 P.M. * SINGAPORE, PENANG & CALCUTTA" FOOKSANG". Saturday, 10th Sept., Noon. * TIENTSIN "CHEONGSHING Thursday, 15th Sept., Noon. * MANILA "LOONGSANG" Friday, 16th Sept., 4 p.m.

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS.

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtese Ports, Chefoo, Tientein & Newchwang

Telephone No. 215, Sul. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., ngkong, 6th September, 1910. GENERAL MANAGER

STEAMERS.

(THE JAPAN MAIL STEAMSHIP CO.)



SAID

KOBE ...

PROJECTED SAILINGS PROM HONGKUNG-SUBJECT TO ALTERATION.

Unstinations.

MARSEILLES, LONDON and ANTWERP, via SINGA. PORE, PENANG COLOMBO and PORT

FERANAGAWA MARU WED'DAY, 7th Sept., at 4 P.M. Capt. C. H. Butler, MIYAZAKI MARU) WED'DAY, 14th Capt. T. Murai, 9,000 Sept., at Daylight KITANO MARU WED'DAY, 28th Capt. F. E. Cope, Sept. at Daylight

SADO MARU VICTORIA B.C. & SEATTLE Capt. Hiortdahl.

18ATURDAY, 10th , Sept., from KOBE.

TUESDAY, 13th

Sept., at 4 P.M.

Sept, at 5 P.M.

September.

THURSDAY, 15th

SAILING DATES.

VICTORIA, B.C. and [§ AWA MARU SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, †SINABA MARU YOKKAICHI, SHIMIZU and YOKOHAMA

via MANILA, THURSDAY

TUESDAY, 11th Capt. K. Kawara Oct., at Neon. SYDNEY and MELBOURNE, YAWATA MARU FRIDAY, 30th ... Sept., at Noon. Capt. T. Sekine. NIKKO MARU FRIDAY, 28th Oct., Capt. M. Yagi, 6,000 f at Noon.

ISLAND, TOWNSVILLE and BRISBANE BOMBAY via SINGAPORE COLOMBO MARU and COLOMBO

WED'DAY, 7th SHANGHAI, MOJI and CEYLON MARU WED'DAY. 14th Capt. Fred Pyne, 6.000 J

Capt. S. Ishikawa,

HIRANO MARU KOBE and YOKOHAMA ... Capt. H. Fraser.

NAGASAKI, NIKKO MARU YOKOHAMA ... Capt. M. Yagi,

Sept., at 5 P.M. WED'DAY, 28th Sept., at Noon.

CHEAPEST SUMMER

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. **\$120** \$110 1st CLASS \$100 **\$90**

\$80 \$ 70 \$ 60 **\$50**

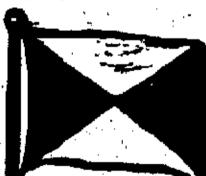
With Optica of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.

= Calling at Saigon. § Fitted with New System of Wireless Telegraphy. ‡ Cargo only. Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 5th September, 1910.

KUSUMOTO, MANAGER, [13-125



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

CAPTAIN Tons. STEAMSHIP SAILING DATE. RUBI | 2540 | R. Rodger ... On 10th Sept., Noon. Manila ZAFIRO ... 2540 A. Fraser

For Freight or Passage apply to Hongkong, 5th September, 1910.

On 17th Sept., Noon, SHEWAN, TOMES & Co. General Managers.

HAMBURG-AMERIKA

Regular Sailings from JAPAN, CHINA and PHILIPPINES. via STRAITS and COLOMBO. to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

FETAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean. Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

FOR SHNGHAL, KOBE & YOKOHAA: S.S. ALESIA Bth Sept. S.S. C. FERD. LAEISZ 27th Sept. S.S. ARMENIA ... 6th Oct. S.S. SENEGAMBIA ... 21st Oct. S.S. SILESIA 4th Nov.

S.S. SUEVIA 16th Nov.

S.S. ARABIA JOth Nov.

... 15th Dec.

OUTWARD.

HOMEWARD. FOR HAVRE, HAMBURG & ANTWERP: S.S. SAMBIA 7th Sept. FOR HAVEE, BREMEN & HAMBURG: S.S. SPEZIA ... 9th Sept. FOR HAVRE, HAMBURG & ANTWERP: SS LIBERIA ... 14th Sept. FOR HAVEE, ROTTERDAM, HAMBURG & ANTWERP: S.S. BADENIA FOR MARSEILLES, HAVRE & HAMBURG: S.S. AMBRIA ... 4th Oct. FOR HAVRE & HAMBURG: S.S. ALESIA 11th Oct.

Further Particulars, apply to-

Hongkong, 7th September, 1910.

S.S. SCANDIA

HAMBURG-AMERIKA LINIE, Hongkong Uffice,

AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU 10,500 tons gross Sail Oct. 22nd, at Noon. S.S. HONGKONG MARU 11,000 " SS. KIYO MARU 17,200 ,, ,, , About Mid. Feb., 1911 N. YAMADA, Acting Manager. For particulars apply to

Hongkong, 1st September, 1910.

TOYO KISEN KAISHA, King's Building.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamer	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Sept.	JAŸA	First half of
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Sept. Second half of
TJIMAHI	JAVA	Second half of Sept.	JAPAN	Second half of
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Sept. Second halfof
TJIKINI	JAVA	First half of Oct.	SHANGHAI	Sept. First half of
TJIPANAS	JAVA	Second half of Oct.	JAPAN'	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 7th September, 1910. Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR.	STEAMERS	Tons (Gross reg.)	LEAVES,
VICTORIA, B.C.&TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	Capt. H. Yamamoto	6,178	WED'DAY, 7th Sopt., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHA MA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE					
FOB	STEAMER	LEAVES.			
TAMSUI VIA SWATOW, & AMOY	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 11th Sept., at 10 A.M.			
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept.			

SHANGHAI VIA SWATOW, "BUJUN MARU" THURSDAY, 15th Sept., Capt. Y. Fuseno. AMOY & FOOCHOW at Noon. Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two month of September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN

KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION. HONGKONG-NANKING, RETURN.

1sr Class. 2ND CLASS. 3RD CLASS. **_\$73.0**0 \$55.00 \$27.00. 1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: 'CHOSHUN MARU" nd" aBUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

> T. ARIMA, MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTE of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION of 1910.

Head Office for the Far East:-16, DES VŒUX ROAD, HONGKONG.

7031

Japan Office: 🐑 32, WATER STREET. YOKOHAMA.

O. B.

Made from distilled water only. Quadruplicate Absolute purity assured. Plant open filtration. to inspection at all times.

BREWERY, ORIENTAL

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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HUGO C. A. FROMM,

Hongkong: 4, Queen's Building, Top Floor. Telephone 960.

JUST NOW FOR SALE:

5 FIELD FORGES, 1 COLLECTION IMITATION JEWELLERY,

AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE

8 p.m., and may be expected here to-morrow,	86 117 B.M.: 1045 A 1.46 No.	mornous on Monday the Eth
The Yarra, with the French mail of the net., at 5 p.m., and may be expected here on or	about Monday, the 1	2th inst., at p.m.
	PER	DATE.
POR		
okohama and Kobe	P P 4	Wednesday, 7th, 9.00 A M. Wednesday, 7th, 10.00 A M.
oihow and Bangkok Victoria j	f	
and Tacoma		Wednesday, 7th, 10.00 A M
hanghai	Glenstrae	Wednesday, 7th, 10.0C A M Wednesday, 7th,
		Printed Matter, and Sam-
Inner to Tone we Manager		ріев 10.00 д м
(Late Letters 11.00 A.M. to 11.30 Extra		Registration 10.00 A M
Postage 10 cents) {	Goeben	(Registration with late fee of 10 cents up to
(Letters posted in all the Pillar Boxes in	Gottoen III.	10,45 A M)
time for the first clearance will be included in this contract mail.)		Registration Kowloon
		B.O 10,00 A M No late fee
	į	Letters 11.00 A M
Batavia, Cheribon, Samarang Sonrabaya and	Tjibodas	Wednesday, 7th, Noon.
Macassar ,	David Mad	Wednesday, 7th, 1.15 P M
Amoy, Iloilo and Cobu	Sungkiang	Wednesday, 7th, 3.00 P M
Cobe, Yokohama, Victoria, Tacoma, Van-		Wednesday, 7th, 3.00 P M
conver, and Seattle		
ingapore, Penang and Colombo	Colombo Maru	Wednesday, 7th, 3.00 P M Wednesday, 7th, 4.00 P M
watow	. Amigo	Wednesday, 7th, 5.00 P M
Cobe		Wednesday, 7th, 5.00 P M
Haiphong	. C. Diederichsen	. Wednesday, 7th, 5.00 P M
Inifong		. Thursday, 8th, 11.00 A M
Macao	Sui Tai	Thursday, 8th, 1.15 P M
Thanghai	· • • • • • • • • • • • • • • • • • • •	Thursday, 8th, 3.00 P M. Thursday, 8th, 3.00 P M
3 M TPA (1)	. Pakhor	Thursday, 8th, 3.00 P M
twatow. Amov and Foochow	Haitan	Friday, 9th, 9.00 A M
Than what, Kobe and Mori		Friday, 9th, 11.0) A M
Park and a second	Lightning Sui Tai	Friday, 9th, 11.00 a M Friday, 9th, 1.15 p M
Marila	Yuensang	Friday, 9th, 3.00 P M
Janila Angaur, Yan, Maronn, Friedrich		
Wilhelmshafen, Rabaul, Herbertshone,		Friday, 9th, 5.00 P 1
Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin,	crim Signmuna.	. Triuny, July 3.00 P R
Melbourne, Adelni le, Porth and Fremantie		1 2 2 3 1 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3
Manila	Rubi	Saturday, 10th, 11.00 A b
	Bui Tai	Saturday, 10th, 11.00 A B
Macao Chefoe and Tientsin	Huichow	Saturday, 10th, 3.00 P h
		Saturday, 10th,
Shanohoi		Registration 4.15 P M (Registration, with late
Shanghai SIBERIAN MAIL TO EUROPE	Anhui	TOO OF TO COURS AND A
4		5.00 P M)
	1	Letters 6.00 P I Monday, 12th, 17.00 A I
Swatow, Amoy and Foochow	Capri	Tuesday, 13th, 9.00 A B
DARMA, WINDA BING T. COOMOM		Tuesday, 13th,
	I	Printed Matter and Sam
EUROPE, &o., INDIA VIA TUTICORIN		ples 10.00 A B Registration 10.00 A B
Tata Letters 11.00 A.M. to NOON. Pixtra		(Registration, with lat
Postage 10 cents) Letters posted in all the Pillar Boxes in	Ville de la Ciotat	fee of 10 cents, up t
time for the first clearance will be		10.45 A M.) Registration, Kowloon
included in this contract mail.'		B.O 10.00 A B
		No late fee.
Application of the second of t	Flankanna	Letters 11.00 A &
	Manna and June	Wednesday, 14th, 11.00 A to Thursday, 15th, 11.00 A to
	1 _ ~ ~	Friday, 16th, 3.00 P
Port Darwin Thursday Is. Cooktown, Cairns,		
Townsville, Brisbane, Sydney, Hobart, C	St Albana	Saturday, 17th, 10.00 A a
Launceston, New Zealand, Melbourne, Adelaide Dunedian, Perth and Fremantle)	
APPROXIMATION TO MAINTAINING IN THE TAXABLE PROPERTY.		Saturday, 17th,
		Printed Matter and Sam
		Ples 9.00 A M Registration 9.00 A M
KRELUNG, SHANGHAI, NAGASARI, KOBE,)	(Registration with late
YORKAICHI, YOKOHAMA, HONOLULU &	Mongolia	fee of 10 cents up to
SAN FRANCISCO		9.30 a.m.) Registration, Kowloon
		B. O 9.00 A B
		No late fee.
		Letters IC.OO A N
EUROPE, &c., India via Tuticoriu		Saturday, 17th, Printed Matter and Sam
(Late Letters 11.00 to Noon Extra Postage 10 cents.)		ples 10.00 A N
(Supplementary mail on board up to the		Registration 10.00 A M
time fixed for departure of the mail.		(Registration, with late
Extra Postage 10 cents.)	Della	fee of 10 cents up to

ELECTRIC IRONS

EVERY HOUSEHOLD. INDISPENSABLE TO

THE MISTRESS can iron her own delicate

the 16th inst., at 5 P.M...

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday,

THE MASTER can iron his own

THE AMAH can do all other ironing in helf the time and without grumbling.

10.45 A.M. Registration,

B.O.

No late fee.

The only CLEAN method of Ironing. The only HEALTHY method of Ironing. The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires. HEALTHY because you dispense with the necessary for stifling fires, and in the height of summer ironing can be carried on in Perfect Comport without inhaling the

CONVENTENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and hents up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,

poisonous fumes given off by gas or charcoal Irons.

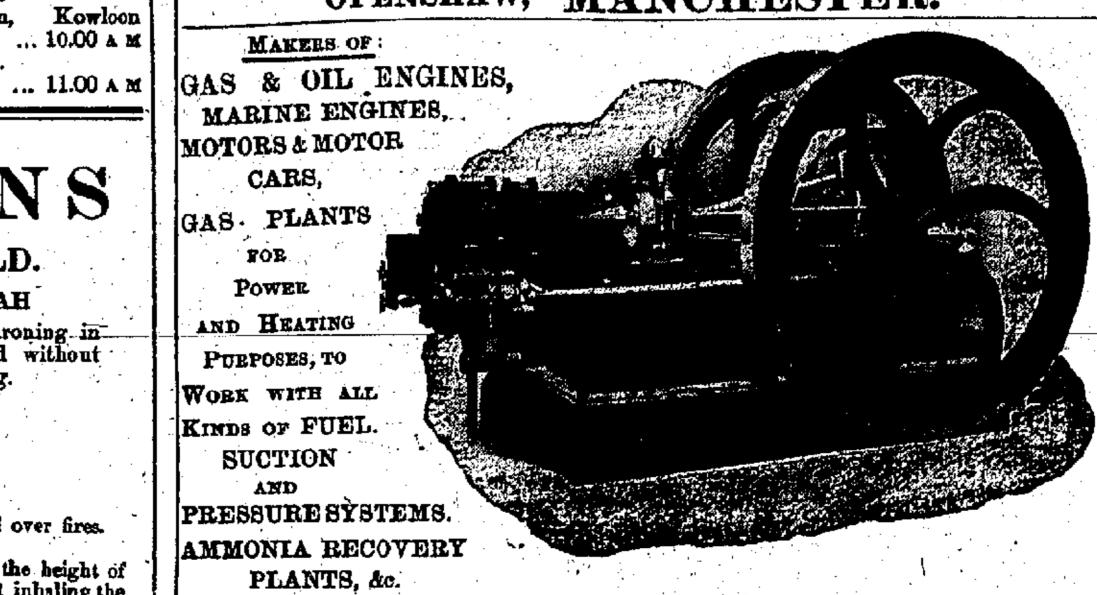
Electrical Engineers, 14, DES VOUX ROAD CENTRAL, HONGKONG.

SHARE LIST: QUOTATIONS.

Номскомо, Ѕертемвен 6тн, 1910.

Stocks.		NO. OF HARMS.	VALUE,	PAID UP.	CLOSING QUOTA TIONS CASE.
ARKS.— Hongkong & Shanghai Bank Corporatio	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	120,000	\$125	ali	\$930, buyers
National Bank of China, Limited		99,925	£7	£6	£88, x. div. \$76, buyers
ell's Asbestos Eastern Agency, Limited		8,604	12/6	12/6	\$8, sellers
hina Borneo Company, Limited	• ·	60,000	\$12 \$10	\$12 \$10	\$8½, buyers_
hina Light and Power Company, Limited.	. .	50,000 50,000	\$10 \$1	\$10 \$1	\$1.40.
hins Provident, Loan & Mortgage Co., Ld.	•	200,000	\$10	810	\$8, buyers
Ewo Cotton Spin'g. & Weaving Co., Lo	đ.	20,000 125,000	Tls. 50 \$10	Tls. 50 \$10	Tls. 110.
Hongkong Cotton Spinning Co., Ld International Cotton Manufing Co., L	ď.	10,000	Tls. 75 Tls. 100	11s. 75	Tls. 57%.
Laou-Kung-Mow C. Spin.& Weav.Co.,L. Soy Chee Cotton Spinning Co., Limite	d d	8,000 2,000	Tls. 500	Tls. 500	Tis. 70. Tis. 240.
airy Farm Company, Limited		40, 00 0	\$72	\$6	\$19, buyers
H'kong & Kowloon Wharf & G. Co., L	a.	60,000	\$50	all	\$53, buyers
Hongkong and Whampon Dock Co., L New Amov Dock Co., Limited	.d	50,000 10,000	— გნე \$6‡	all \$63	\$50), sales \$9, sellers
Shanghai Dock and Engineering Co., I Shanghai and Hongkow Wharf Co., Lo	d	55,700 36,000	Tls. 100 Tls. 100	Tls. 100 Tls. 100	Tla. 76.
enwick & Co., Limited	a [18,000	\$25	\$25	1
Freen Island Cement Co., Limited		400,000	810	\$10	03, 100.00
longkong and China Gas Co., Limited	•••	7,000	£10 \$10		\$205.
Hongkong Electric Co., Limited Hongkong Hotel Company, Limited	7	60,000 12,000	\$50 }	\$50	\$104, sellers
Hongkong Ice Company, Limited	1	8,000 5,000	\$25	\$25 all	\$82, sellers \$135.
Hongkong Rope Manufacturing Co., Limit H'kong& South China Steam Fisheries Co., I	ted	60,000 15,000	810	l all	\$21 .
INSURANCES.—	-	-			
Canton Insurance Office Co., Limited China Fire Insurance Co., Limited		10,000 20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited Hongkong Fire Insurance Co., Limit	1	24,000 8,000	\$83.33	1 :	\$871.
North-China Insurance Co., Limited	***	10,000	£15	£5	Tis. 115, buy
Union Insurance Society, Limited Yangteze Insurance Association, Limited	ted	12,400 12,000	\$100	\$60	
LANDS AND BUILDINGS.— Hongkong Land Invest. Agency Co., 1		50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., I Kowleon Land and Building Co., Ld.	Ld.	150,000 6,000	£ 10) all	28, sales
Shanghai Land Investment Co., Limi	ted	78,000	Tis. 50	Tls. 50) Tls. 112.
West Point Building Co., Limited Mining.—		12,500	\$ 50	400	259.
SociétéFrançaise desCoarb'ges du Ton Baub Australian Gold MiningCo., Le	kin	16,000			\$720.
	.6	200,000 25,000	810	all	\$14. sellers
Peak Tramways Co., Limited	1	50,000 75,000	310	817	\$1½, sellers
Refineries.—	***			1	
China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited	***	20,000 7,000			\$160, x.d. sell \$26, sellers
Robinson Piano Co., Limited	•••	4,000		\$50	\$50, sellers
China and Manila Steamship Co., Ld		30,000			
Douglas Steamship Co., Limited Hongkong, Canton & Macao S.B. Co.,	Lia.	20,000 80,000) Bll 5 \$1 5	5 ±324.
Indo-China Steam Navigation Co., L	6 ا د	0,000 pref. 0,000 def.	12 .01	_ ·	60, sal {L'do £6.
Shell Transport & Trading Co., Limi	ted.	2,000,000) £1		1 86/-
Star Ferry Company, Limited	{	10,000 10,000	\$10	8	5 1 812, seller
South China Morning Post, Limited Steam Laundry Company, Limited	***	6,000 20,000			\$26, sellers \$51, sales
STORES AND DISPENSARIES.— Campbell, Moore & Co., Limited		1,200			\$1 0.
Wm. Powell, Limited		15,000	8	7 87	7 2 sellers
A. S. Watson & Co., Limited	•••	10,000 90,000) \$10	\$10	0 863.
Weissmann, Limited United Asbestos Oriental Agency, Limited	 1	3,000 ordy,	. 310) *	4 2111, sellera
Union Waterboat Co., Limited	", [100 fders 50,000	\$10		
RUBBERS.—			į		6/-
Anglo-Malays	•	750,000 1,500,000) 2/	all	25/-
Balgownies Batu Tigas	•	151,200 70,000	2	i ali	100/-
Bukit Kajangs	•••	80,000 30,000)	i all	63/6 120/-
Cheviots Eastern and International	•••	70,000	} £	1	_
Highlands and Lowlands	***	250,000 307,143	5 £1	i ali	117/6
Kamunings		1,825,000 180,000) £1	1 -	6/3 prem.
Labus Ledbury's	••	100,000)	. — l all	
Linggis		900,000) 2/	· PIT	55,-
London Ventures		1,266,000	- -	-	. 6/6.
Merlemans		1,750,000	_ 2/	- 1	\$28 (Sts.)
Sandycrofts	•••	50,000 100,000	\$2 £1	lla S	\$31, x. div.(S 27/6
Shelfords	***	65,000) £1	all	72/6 \$14 (Str.)
Sumatra Paras	•••	125,000 995,000	2/	all	13
Sungei-Kapars United Serdangs		90,000 170,000	2/	all all	120/-
	<u> </u>		· · · · · · · · · · · · · · · · · · ·	·	Quotation.
Loans. Amor	TUL.	Value.	_	est.	Par.
Chinese Imperial 1886 Tis. 76	グヘーチー	T1s. 250	7% p.	*****	LFa **

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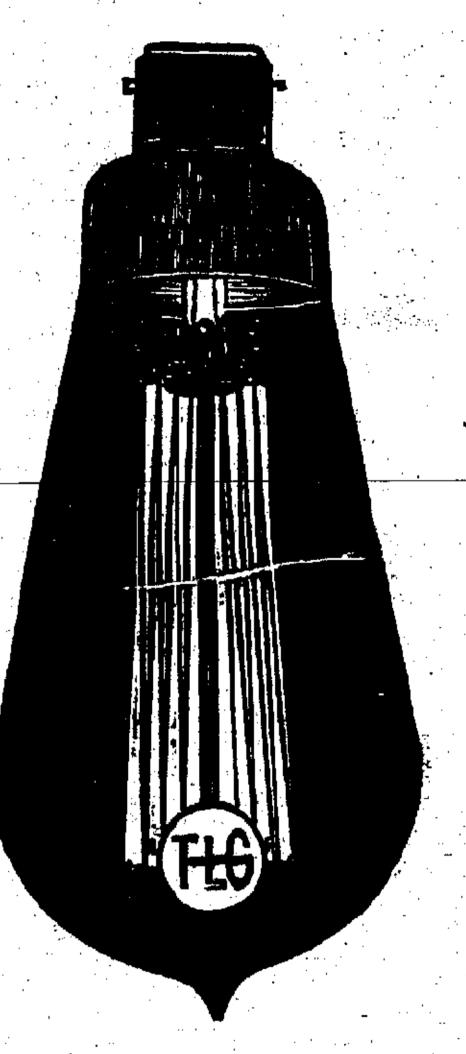
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Small pleasing forms, pearshaped, plain or frosted glass.

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TO-DAY
9 P.M.—Warwick Major's Comedy Co., at Theatre Royal. Malwa New FORTHCOMING EVENTS. Thursday, 8th Sept.—Auction of Valuable

Leasehold Property at Sales Rooms, by Mr. Geo. P. Lammert, Noon. Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., Persian extra fine 12.30 P.M. Saturday, 17th Sept.-Ninth Ordinary Annual Benares New ... Meeting of China Light and Power Co., Banares Old ...

Ltd., Noon. Tuesday, 20th Sept .- Extraordinary General Meeting of Hongkong Club, 5.15 P.M.
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.
Friday, 30th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.

COMMERCIAL.

<u>-: 0 :--</u> EXCHANGE CLOSING QUOTATIONS.

September 6th.

	ON	LONDON:-	
:		Telegraphic Transfer	1/93
		Bank Bills, on demand	1/9-7-
•		Bank Bills, at 30 days' sight	1/91
		Bank Bills, at 4 months' eight .	1/98
		Credits, at 4 months' sight	1/942
		Documentary Bills 4 months sigh	t1 942
	OR.	PARIS:-	
		Bank Bills, on demand	. 225
٠,		Credits, at 4 months' sight	. 229
	On	GERMANY:	
		On demand	182
	Ом	NEW YORK :	
•		Bank Bills, on demand	.431
		Credits, at 60 days' sight	.444
٠.	ON	BOMBAY:-	
٠.		Telegraphic Transfer	.,133} -
	'	Bank, on demand	. 1331
		CALCUTTA:	
		Telegraphic Transfer	<u>133} </u>
		Bank, on demand	. 133)
	On	BHANGHAI:	
		Bank, at night	743
	*:. ';	Private, 30 days' sight	75g
	On	YOKOHAMA: -On demand	. 87 3
	OM:	MANILA :- On demand-Pesos-	-872
٠.	On	SINGAPORE:—On demand	.:76
	On	BATAVIA :- On demand	.1074
`	On	HAIPHONG:—On demand SAIGON:—On demand	. 14 /. P
	ŭ.	SAIGON:-On demand	. 12 / P
	On	BANGKOK : On demand	.,87
	Sov	EREIGNS, Bank's Buying Rate .	.,511.15
	Gor	LEAF, 100 fine, per teel	
	T		**************************************

BAR SHVER, per oz.24 5

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Chinese20 cents pieces......\$4.82 discount.

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H. OISHI. Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

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